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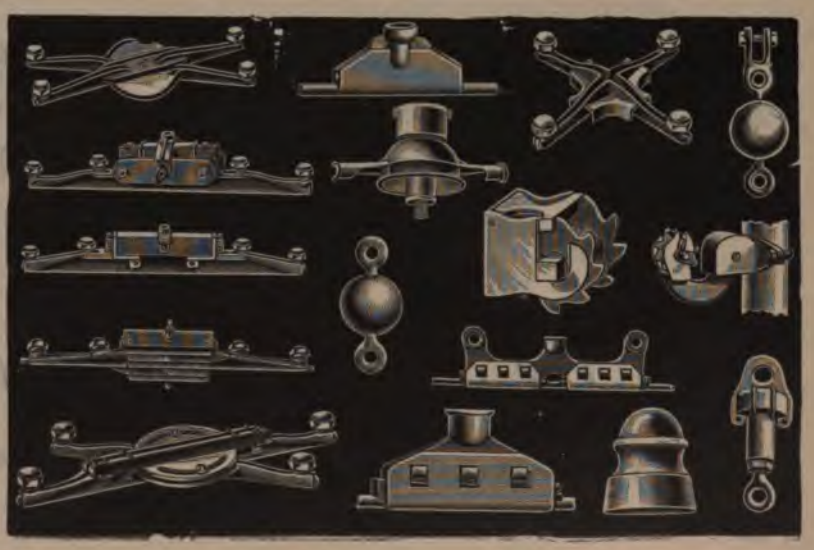

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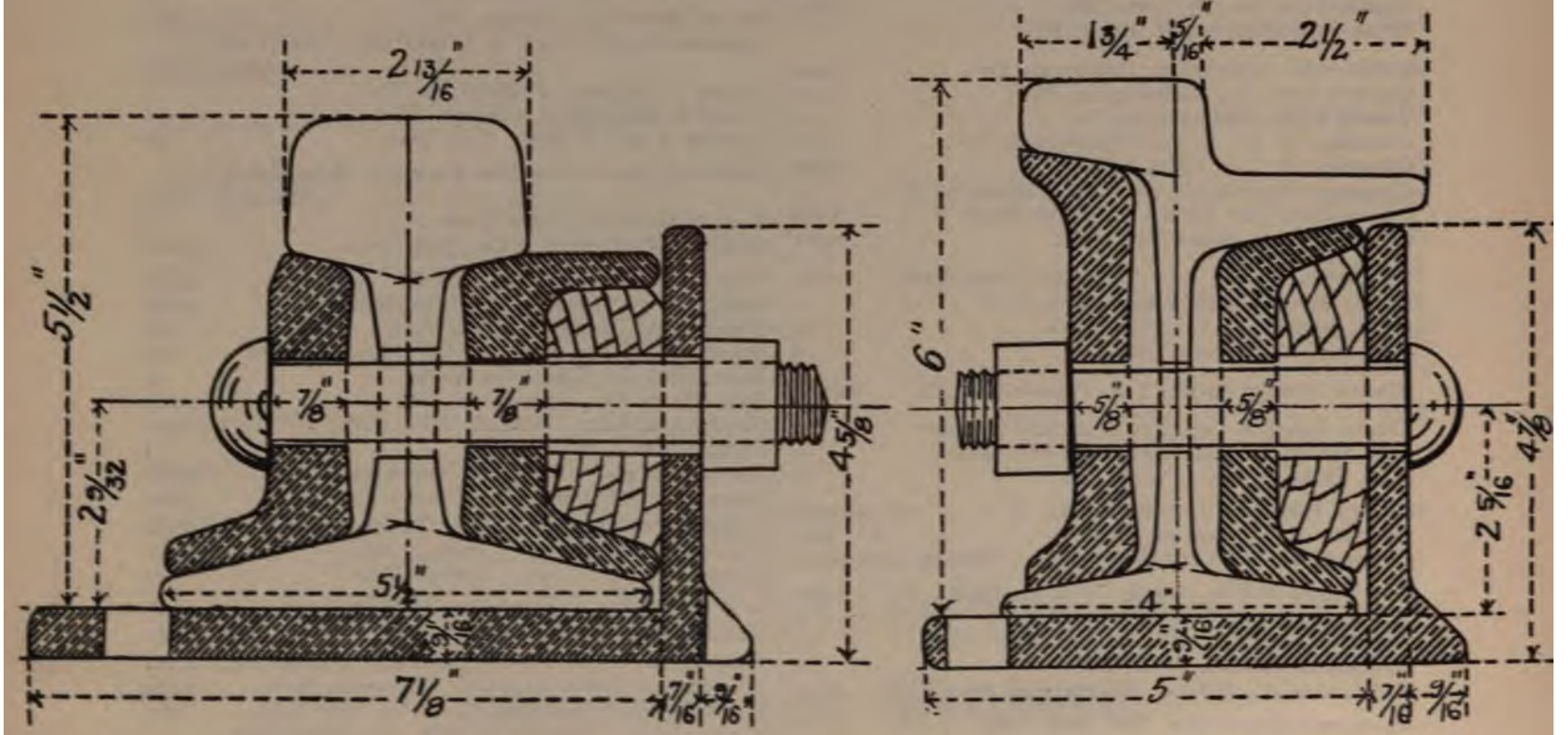

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INTRODUCTION.

DIRECT information has been received by us for use in this manual from 1016 street railway companies, or 80.5 per cent of the 1262 companies reporting. Of this number, 891 companies have revised and "approved" the final proofs sent to them on the eve of publication, and 73 companies sent in full reports earlier in the year. Of the 246 companies (including 117 new corporations whose roads are not yet in operation) from whom direct information has not been received, 101 reports have been brought up to date from official sources and are entirely authoritative, while additional data have been obtained from many of the others, either by personal correspondence with local parties or from other reliable sources. In all cases opportunity has been afforded to each company to correct any errors in its reports.

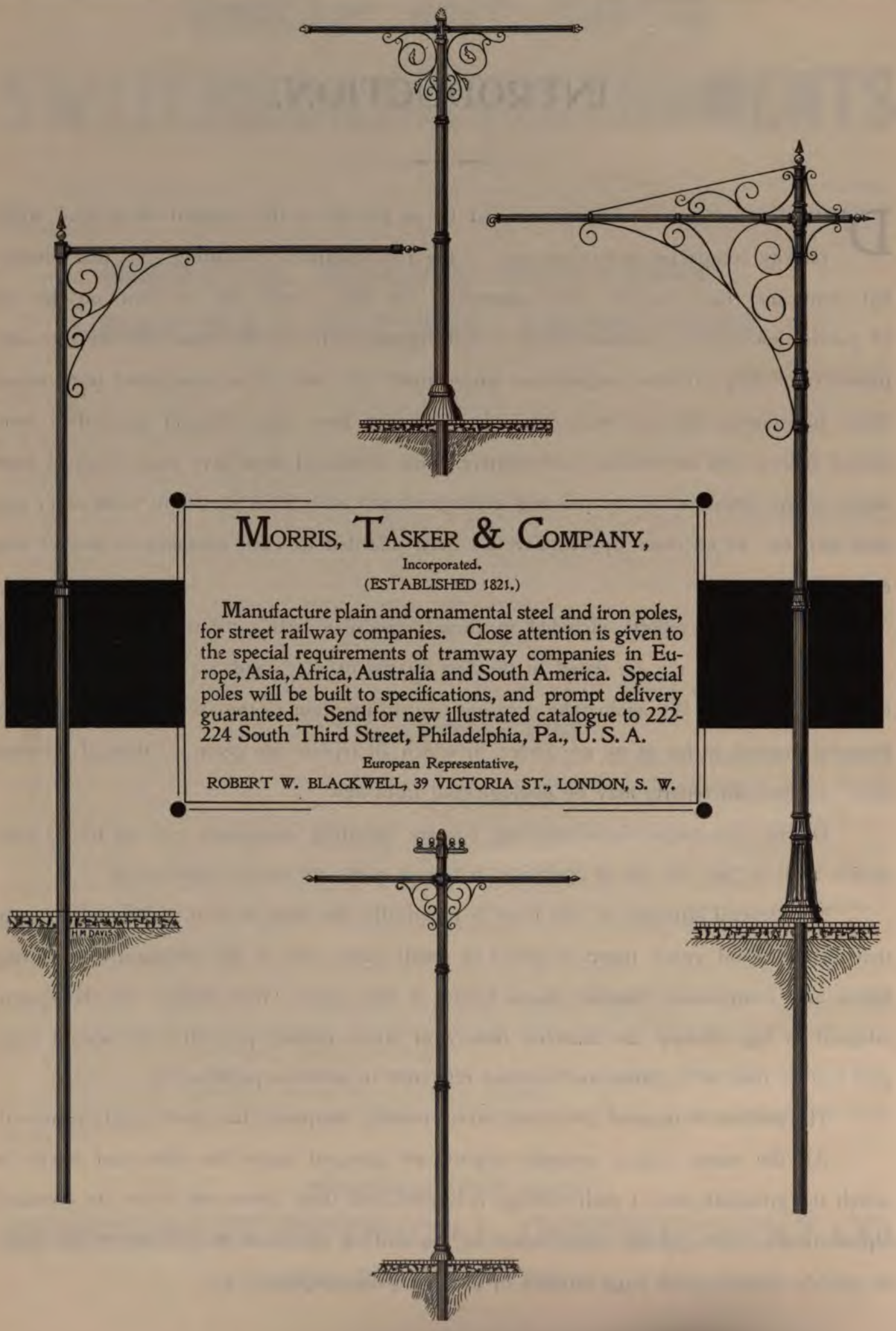
Of the 1262 reports included in these pages, 919 bear a "date of information" in April or May, 1897; 139 are dated in the first quarter of 1897; and 204 only bear date prior to January 1, 1897. We again take occasion to call attention to the fact that this is the only financial manual, so far as we are aware, in which all reports are given a "date of information", so that old reports may be distinguished from new.

Of the 1262 corporations reporting, 939 are operating companies, 206 are leased companies, and 117 are not yet in operation, but their roads are under construction.

The general structure of the book is practically the same as that of last year, except that an additional year's report is added in nearly every case to the comparative operating tables and comparative balance sheets found in last year's "Red Book." By the system adopted in this manual the financial history of street railway properties for several years past can be read at a glance and without reference to previous publications.

The number of maps of prominent street railway companies has been largely increased.

All the street railway company reports are grouped under the cities and towns in which the principal part of their mileage is located, and these cities and towns are arranged alphabetically. The general index found at the end of the book will, however, be useful in quickly obtaining the page number of any company's report.



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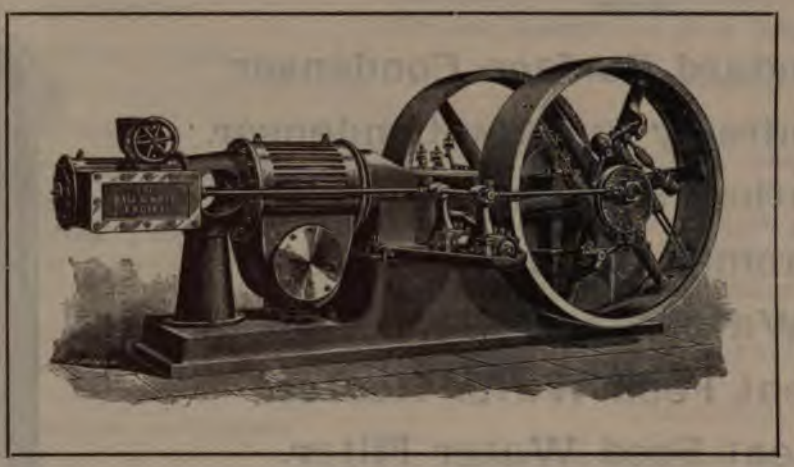

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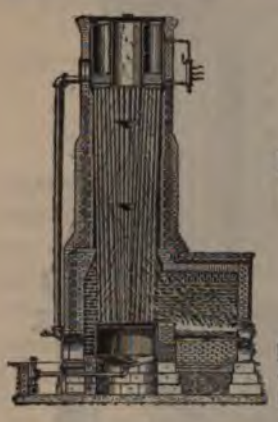

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EDITORIAL NOTICE.

The utmost care has been taken to secure accuracy in the compilation of all statistical matter in the STREET RAILWAY JOURNAL *and in* AMERICAN STREET RAILWAY INVESTMENTS. *The publishers do not, however, hold themselves responsible for errors, but it is earnestly requested that their attention be called to mistakes of any kind in order that they may be immediately corrected in subsequent issues of both publications.*

Statistical Tables.

A table showing the comparative gross receipts in 1895 and 1896 of the principal street railway properties of the United States, and the percentages of increase or decrease, is found on pages 3 and 4, following.

A table showing the street railway mileage and cars, operated by horses, electricity, the cable system and miscellaneous motive powers; together with the street railway capital stock and funded debt, and the capitalization per mile of track, found in the different states of the Union, arranged by sections, will appear in the August issue of the STREET RAILWAY JOURNAL.

A table showing the principal characteristics of the street railway companies which are at present in the hands of receivers, will appear in the July issue of the STREET RAILWAY JOURNAL.

Review of the Year.

An excellent indication of the general business condition of the country during the last two years, as well as of street railway prosperity, may be gained from the table on pages 3 and 4, showing the percentage increase or decrease in the gross receipts of individual properties. In addition to this, however, a brief outline of the general results of street railway operation in some of the more important cities will be of value as showing what the principal financial changes have been other than those shown by the mere statement of gross business done.

ALBANY, N. Y.

A steady increase in gross receipts during the last five years is noteworthy as being rather exceptional, and while the earnings from operation are slightly less in 1896 than in 1895 they are still much greater than in the previous three years, and the net income applicable to dividends is larger in 1896 than ever before. During this five year period the percentage of operating expenses to total receipts has ranged from 56.6 per cent to 64.7 per cent.

BALTIMORE, MD.

The increase of mileage in the suburbs of Baltimore still continues. The consolidation of the two leading properties in Baltimore has just been consummated, new securities have been issued, and an increase in the gross and net earnings is confidently expected through the giving of transfer and other facilities to the public.

BOSTON, MASS.

The increase in gross receipts of the West End Street Railway Company is not quite as great in the last financial year as in the previous one, but is still striking as showing a decided local prosperity. A conservative book-keeping policy has brought about slightly reduced earnings from operation and net income applicable to dividends, as compared with corresponding figures of the previous three years. Other properties in Boston and vicinity show excellent earning power and probably satisfactory increases in gross and net. The entire street railway network of Boston and vicinity is now carrying the population which it serves 186 times per annum, as against but 142 times in 1890 and 118 times in 1885—the last named figures based on the respective populations served in 1885 and 1890. The gross receipts of street railway lines in this metropolitan area in 1885 were $4,468,773, in 1890, $6,692,397, and in 1896, $9,190,100.

BROOKLYN, N. Y.

The surface railway lines of Brooklyn are again gaining traffic at the expense of the elevated lines in spite of the limitations of speed imposed by city ordinances, and the earnings from operation are more than $1,000,000 in excess of those of 1895 for the year ending June 30. The elevated lines have lost both in gross and net, and both elevated railway systems are in the hands of receivers, being unable to meet fixed charges, even though the latter have been scaled quite materially in recent years. The combined traffic of the surface and elevated lines shows an increase in 1896 of $676,100, and the combined earnings

from operation are $881,274 in excess of 1895 figures. The comparative figures follow:

SURFACE LINES.

Years ending June 30,	1893.	1894.	1895.	1896.
Total receipts	$6,514,206	$7,050,589	$6,993,264	$7,776,307
Operating expenses . .	4,760,588	4,372,054	4,744,462	4,515,510
Earn. from operation . .	1,753,618	2,678,535	2,248,802	3,260,797

ELEVATED LINES.

Years ending June 30.	1893.	1894.	1895.	1896.
Total receipts	$2,889,037	$2,503,410	$2,750,466	$2,643,523
Operating expenses . .	1,655,537	1,585,634	1,591,181	1,614,959
Earn. from operation . .	1,233,500	917,776	1,159,285	1,028,564

SURFACE AND ELEVATED LINES.

Years ending June 30,	1893.	1894.	1895.	1896.
Total receipts	$9,403,243	$9,553,999	$9,743,730	$10,419,830
Operating expenses . .	6,416,125	5,957,688	6,335,643	6,130,469
Earn. from operation .	2,987,118	3,596,311	3,408,087	4,289,361

CHICAGO, ILL.

Rumors of consolidation of the three important systems are current, but no consolidation has yet been actually effected. There is great activity in elevated railroad work, chiefly in the line of equipment by electricity of existing properties and the provision for better terminal facilities in the business section. The surface railroad system is being rapidly pushed out further and further into the suburbs through the building of lines "owned in interest" of the larger companies. Favorable legislation has recently been secured by which it is expected that the franchises of Chicago companies will be materially strengthened by being extended for longer periods of time than are now possible under existing laws. The combined operating figures of the North Chicago Street Railway Company, the Chicago City Railway Company and the West Chicago Street Railway Company are given herewith, and show some increase in 1896, both in gross and net, over the figures in 1895:

Years ending Dec. 31.	1893.	1894.	1895.	1896.
Gross receipts . . .	$14,396,771	$11,011,473	$11,458,788	$11,741,524
Operating expenses.	7,727,779	6,704,636	6,387,028	6,509,975
Earn. from operation.	6,668,991	4,306,836	5,071,760	5,231,549

CLEVELAND, O.

The suburban lines running out of Cleveland are understood to be exceptionally prosperous and new lines and branches are building in several directions. As this is the class of work which competes directly with steam railroad service, much interest is manifested in the financial results of the rapidly developing interurban electric railway traffic of Ohio.

JERSEY CITY, N. J.

At last the Consolidated Traction Company, operating lines in Jersey City and Newark, is beginning to reap the fruits of its heavy expenditures during the last five years, and shows an increase in gross receipts of 12 per cent and in net income applicable to dividends of 40 per cent.

LOS ANGELES, CAL.

The efforts of the former bondholders of the Los Angeles Street Railway property to place it on a firm financial basis have apparently been successful, as the road now appears to be earning something more than fixed charges on its new mortgage indebtedness.

LOWELL, MASS.

The urban, suburban and interurban properties in Lowell and Lawrence are highly prosperous. They are showing substantial increases in gross earnings, earnings from operation and net income applicable to dividends. This is partly due, of course, to the large increase in mileage which has taken place in and around these cities, but outside of this feature, recent investigations show that the street railway companies of this section of Massachusetts carried, as a whole, in 1896, 80 passengers per capita served per annum, as against 43 in 1890 and but 17 in 1885, while the gross receipts have increased 115 per cent in the last six years.

MINNEAPOLIS, MINN.

The gross earnings of the Minneapolis-St. Paul system have taken an upward turn again, after three years of diminishing traffic, which have been marked, however, by economies in operation which have made it possible to show constantly increasing earnings from operation, net income and total surplus. The interurban line connecting St. Paul and Minneapolis continues to develop constantly greater traffic, and it is being operated at a remarkably low percentage of the gross receipts.

MONTREAL, CAN.

The increase in gross and net earnings of this highly prosperous and well managed property must be certainly most satisfactory to its stockholders, and proves that the public appreciates the high character of the service given.

NEW ORLEANS, LA.

The street railway facilities of New Orleans have been greatly improved during the last two or three years, and particularly in the last year, by the opening up for electric operation of important and profitable lines which are being patronized most liberally by the public. The principal system of New Orleans is practically almost stationary as far as gross and net earnings are concerned, but the other lines are showing improved earnings.

NEW YORK CITY, N. Y.

Another marked increase in gross traffic won by the surface railway lines is shown for the year ending June 30, 1896, during which time the elevated lines continued to lose both in gross and net, as has been the case for some time past. The total traffic given to the entire transportation system of New York City increased 5.6 per cent in 1896 over 1895, as against 3.2 per cent in 1895 over 1894. The Metropolitan Traction Company has obtained control of three other important properties, and its only competitors for traffic on Manhattan Island are now the Third Avenue Railroad Company and the Dry Dock, East Broadway & Battery Railroad Company. The former company has met with temporary reverses in its policy of extension to the north, but final decisions have not yet been rendered by the courts as to the respective rights of the competitors. The following results are shown by the surface and elevated lines:

SURFACE LINES.

Years ending June 30,	1893.	1894.	1895.	1896.
Gross receipts. . . .	$12,404,093	$12,442,221	$13,386,399	$15,101,652
Operating expenses.	8,467,567	7,925,256	8,165,698	8,717,806
Earn. from operation.	3,936,526	4,516,965	5,220,701	6,383,846

ELEVATED LINES.

Years ending Dec. 31,	1893.	1894.	1895.	1896.
Gross receipts.	$10,903,185	$9,953,840	$9,731,213	$9,313,885
Operating expenses . .	5,573,978	5,446,029	5,533,959	5,410,463
Earn. from operation. .	5,329,207	4,507,811	4,197,254	3,903,422

PHILADELPHIA, PA.

The great consolidated street railway company of Philadelphia, shows an increase of about $700,000 in gross receipts and of about $1,000,000 in earnings from operation over corresponding figures of 1895, and is being operated at 47.5 per cent of the gross receipts—an exceedingly low figure. The following table shows the combined operating results of the Union Traction Company and the Hestonville, Mantua & Fairmount Passenger Railway Company, from which it will be seen that the people of Philadelphia are using the surface railway system more freely than ever before.

Years ending June 30,	1893.	1894.	1895.	1896.
Gross receipts . . .	$8,770,293	$8,446,722	$9,865,681	$10,786,939
Operating expenses.	5,582,559	5,439,142	5,931,211	5,816,861
Earn from operation.	3,187,734	3,007,580	3,934,470	4,970,078

PITTSBURGH, PA.

The various consolidations recently effected in Pittsburgh have evidently made it possible to bring about economies, as the rate of increase in earnings from operation is considerably greater in 1896 than in 1895, as compared with previous years in each case. The combined operating reports of the principal companies follow:

Years ending June 30,	1893.	1894.	1895.	1896.
Gross receipts. . . .	$3,196,335	$3,097,973	$3,447,906	$3,966,174
Operating expenses .	1,987,395	1,819,746	2,065,298	2,110,695
Earn. from operation.	1,208,940	1,260,227	1,382,608	1,855,479

ST. LOUIS, MO.

There has been a quite marked increase in the number of passengers carried by the lines of St. Louis in 1896 over 1895, amounting to about nine per cent. The movement for suburban extensions has been for two years past the most prominent feature of St. Louis street railway history, and a number of most charming suburbs have been opened up for pleasure traffic, doubtless with considerable profit to the city companies. A report of passengers carried for the eleven principal systems in St. Louis during the last five years is as follows:

Years ending Dec. 31,	Passengers carried.
1892	91,883,802
1893	95,703,632
1894	95,701,770
1895	102,997,772
1896	112,274,445

Gross Receipts in 1895 and 1896.

There are presented in the following table a comparison of the gross receipts of 27 street railway properties earning $1,000,000 or more in 1896; 22 properties earning from $500,000 to $1,000,000; 52 properties earning from $100,000 to $500,000; 95 properties earning from $50,000 to $100,000; and 38 properties earning from $25,000 to $50,000.

In the first group, the average rate of increase in the earnings of 1896 over the earnings of 1895, is 6.67 per cent; in the second group the average rate of increase is 6.47 per cent; in the third group the average rate of increase is 12.14 per cent; in the fourth group the average rate of increase is 9.18 per cent; and in the fifth group the average rate of increase is 15.94 per cent.

Of the total receipts earned by the 234 properties in 1896, 72.09 per cent are to be credited to the 27 properties of the first group; 12.70 per cent to the 22 properties of the second group; 10.94 per cent to the 52 properties of the third group; 3.19 per cent to the 95 properties of the fourth group; and 1.13 per cent to the 35 properties of the fifth group.

These tables form a convenient method of comparing the results of operation in this particular matter of gross receipts for different roads of the same class, and from the additional information contained in the body of this work, the comparative percentages of operating expenses to gross receipts, and other details of operation may be found.

ROADS HAVING GROSS RECEIPTS FOR 1896 of $1,000,000 OR OVER.

Name of Company.	Gross Receipts 1895.	Gross Receipts 1896.	Per Cent. Increase.
Union Traction Co. (Philadelphia)....	$9,491,991	$10,210,026	7.56
Metropolitan St. Ry. Co.(New York).	7,595,840	9,322,331	22.73
Manhattan Ry. Co.	9,731,213	9,313,885	*4.28
West End St. Ry. Co.	7,746,171	8,341,958	7.69
Chicago City Ry. Co.	4,476,824	4,808,867	7.42
Brooklyn Heights R. R Co.	4,129,863	4,604,392	11.49
West Chicago St. R. R. Co.	4,201,477	4,018,948	*4.34
North Chicago St. R. R. Co.	2,780,487	2,913,709	4.79
Consolidated Traction Co.	2,507,557	2,800,582	11.68
The Third Ave. R. R. Co.	2,655,154	2,680,448	9.52
Twin City Rapid Transit Co.	1,988,804	2,059,218	3.54
Consolidated Traction Co.	1,728,659	1,963,529	13.58
Buffalo Ry. Co.	1,714,163	1,867,061	8.92
Nassau Electric R. R. Co.	1,214,237	1,765,868	45.43
Brooklyn Elevated R. R. Co.	2,082,937	1,719,398	*17.45
United Traction & Electric Co.	1,510,771	1,692,933	12.06
Cleveland Electric Ry. Co.	1,503,620	1,634,841	8.72
National Ry. Co. of Chicago.	1,403,957	1,522,273	8.42
Lynn & Boston R. R. Co.	1,381,389	1,425,922	3.22
New Orleans Traction Co., Ltd.	1,327,756	1,334,277	4.91
Baltimore Traction Co.	1,179,191	1,269,514	7.66
Montreal St. Ry. Co.	1,102,778	1,265,898	14.78
Louisville Ry. Co.	1,288,172	1,234,526	*4.16
Baltimore City Pass. Ry. Co.	1,058,305	1,060,418	1.99
Detroit Citizens' St. Ry. Co.	1,055,465	1,040,545	*1.41
Capital Traction Co.	1,063,767	1,034,458	*2.75
City & Suburban Ry. Co.	751,720	1,014,592	34.97
Total	$78,672,268	$83,920,417	6.67

ROADS HAVING GROSS RECEIPTS FOR 1896 OF $500,000 TO $1,000,000.

Name of Company.	Gross Receipts 1895.	Gross Receipts 1896.	Per Cent. Increase.
Toronto Ry. Co.	$992,801	$997,273	4.50
New York & Harlem R. R. Co.	1,015,076	935,417	*7.85
North Hudson County Ry. Co.	871,273	906,985	4.09
Rochester Ry. Co.	873,445	855,694	*2.03
Second Ave. R. R.Co.	641,290	787,414	22.78
Kings County Elevated Ry. Co.	858,575	781,737	*8.95
Denver Consolidated Tramway Co.	721,266	752,290	2.91
Dry Dock,E.B'way & Battery R.R.Co.	748,443	728,879	*2.61
Br'klyn,Qu'ns Co.& Suburban R.R.Co.	638,731	725,366	13.57
The 42d St.,Manhattanville & St. Nicholas Ave. Ry. Co.	626,337	715,626	14.26
Columbus St. Ry. Co.	629,995	631,324	2.11
Central Crosstown R. R. Co.	547,491	576,267	5.25
Lake Street Elevated R. R. Co.	517,305	573,669	10.89
The Albany Ry.	522,276	554,445	6.16
Hestonville,Mantua & Fairmount Pass. Ry. Co.	523,212	549,896	5.09
Metropolitan R. R. Co.	326,130	549,767	68.57
Brooklyn City & Newtown R. R. Co.	598,691	536,811	*10.33
Hartford St. Ry. Co.	409,372	531,388	29.79
Union Ry. Co. of New York City.	457,457	525,800	14.94
Springfield St. Ry. Co.	442,006	521,673	18.02
Troy City Ry. Co.	455,991	520,171	14.08
Wilkesbarre & Wyoming Valley Traction Co.	451,941	507,862	12.37
Total	$13,869,104	$14,765,754	6.47

* Decrease.

ROADS HAVING GROSS RECEIPTS FOR 1896 OF $100,000 TO $500,000.

Name of Company.	Gross Receipts 1895.	Gross Receipts 1896.	Per Cent. Increase.
Atlanta Consolidated St. Ry. Co.	$294,845	$497,290	6.87
Worcester Consolidated St. Ry. Co.	422,956	492,796	16.51
Pittsburgh, Allegheny & Manchester Traction Co.	449,661	478,295	6.37
Federal St. & Pleast. Vall. Pass. Ry. Co.	406,686	443,123	8.96
Richmond Ry. & Electric Co.	450,886	437,747	*2.91
New Orleans & Carrollton R. R. Co.	441,900	431,414	*2.37
Lowell & Suburban St. Ry. Co.	329,807	422,739	28.18
Ptttsburgh & Birmingham Trac. Co.	305,582	412,288	34.91
Lowell, L'rence & Hav'rhill St. Ry. Co.	403,530	410,001	1.61
New York & Queens Co. Ry. Co.	304,103	358,870	18.01
Coney Island & Brooklyn R. R. Co.	383,367	344,907	*10.03
Globe St. Ry. Co.	269,786	323,521	19.92
Nashville St. Ry.	311,896	322,566	3.42
Bridgeport Traction Co.	279,559	321,260	14.91
Paterson Ry. Co.	298,689	319,085	6.83
Brockton St. Ry. Co.	266,892	306,865	14.98
The Newark & South Orange Ry. Co.	272,564	291,515	6.99
Fair Haven & Westville R. R. Co.	247,658	281,023	13.45
Portland R. R. Co.	220,220	251,425	14.17
Winchester Ave. R. R. Co.	233,246	251,314	7.75
Des Moines City Ry. Co.	241,168	239,511	*0.68
Allentown & Lehigh Valley Trac. Co.	222,834	238,453	7.01
Trenton Pass. Ry. Co.	222,761	228,356	2.51
Union St. Ry. Co.	196,480	224,144	14.08
Chicago Electric Transit Co.	141,524	223,141	57.68
Duluth St. Ry. Co.	213,605	219,927	2.96
New Haven St. Ry. Co.	187,631	219,490	16.98
Galveston City R. R. Co.	216,271	212,661	*1.67
The Ottawa Electric Ry. Co.	193,992	212,106	9.33
Chester Traction Co.	206,997	208,105	0.53
Pennsylvania Traction Co.	171,218	198,304	15.82
Pittsburgh & West End Pass. Ry. Co.	169,421	193,224	14.05
Holyoke St. Ry. Co.	112,547	173,540	54.21
Utica Belt Line St. R. R. Co.	160,284	170,256	6.22
Wheeling Ry. Co.	150,094	167,993	11.92
Erie Electric Motor Co.	144,559	159,142	10.08
Sacramento Electric, Gas & Ry. Co.	146,569	154,501	5.41
Columbia Ry. Co.	134,562	149,270	10.93
Manchester St. Ry. Co.	82,924	148,781	79.42
Worcester & Suburban St. Ry. Co.	135,810	144,635	6.49
Binghamton R. R. Co.	127.257	144,592	13.62
Waterbury Traction Co.	124,567	137,273	10.20
Fitchburg & Leominster St. Ry. Co.	110,275	128,187	16.24
Easton Transit Co.	117,626	126,259	7.34
Lehigh Traction Co.	119,588	124,565	4.16
Westchester Electric R. R. Co.	98,520	124,514	26.38
Camden, Glo'ster & Woodbury Ry. Co.	135,125	118,966	*11.96
Dartmouth & Westport St. Ry. Co.	112,709	111,142	*1.39
Johnstown Pass. Ry. Co.	94.926	110,339	16.23
Meriden Electric R. R. Co.	102,089	104,641	2.50
The Yonkers R. R. Co.	76,438	102,501	34.09
Quincy & Boston St. Ry. Co.	86,453	101,830	18,25
Total.	$11,349,757	$12,727,393	12.14

ROADS HAVING GROSS RECEIPTS FOR 1896 OF $50,000 TO $100,000.

Name of Company.	Gross Receipts 1895.	Gross Receipts 1896.	Per Cent. Increase.
Haverhill & Amesbury St. Ry. Co.	$104,853	99,047	*5.53
Schuylkill Traction Co.	97,382	96,809	*0.59
Chicago General Ry. Co.	82,082	96,251	17.26
Norfolk Suburban St. Ry. Co.	58,114	94,967	63.41
Northampton St. Ry. Co.	83,504	94,802	13.53
London St. Ry. Co.	56,537	94,194	66.61
The Jamestown St. Ry. Co.	83,076	91,965	10.70
Altoona & Logan Valley Elec. Ry. Co.	83,292	90,264	8.37
Bay Cities Consolidated Ry. Co.	88,658	90,552	2.13
Newton St. Ry. Co.	81,823	86,464	5.67
Taunton St. Ry. Co.	74,508	85,897	15.29
Norwich St. Ry. Co.	85,210	84,715	*0.58
Sioux City Traction Co.	85,541	81,571	*4.64
Seattle Traction Co.	72,290	80,885	11.89
The Niag. Falls & Suspen. Bg. Ry. Co	66,319	77,100	16.25
Williamsport Passenger Ry. Co.	66,845	76,902	15.05
The Springfield (O.) Ry. Co	82,760	76,253	*7.88
Elmira & Horseheads Ry. Co.	72,023	73,626	2.22
Macon Consolidated St. R. R. Co.	69,190	73,419	6.05
Rockland & Abington St. Ry. Co.	67,815	71,466	5.38
Beaver Valley Traction Co.	59,930	69,346	15.71
Hoosac Valley St. Ry. Co.	30,785	68,422	122.24
Suburban Traction Co.	52,000	68,247	31.25
Newburyport & Amesbury H. Ry. Co.	68,426	67,614	*1.19
Rockland, Thomaston & Camden St. Ry. Co.	63,111	67,288	6.62
Rochester & Irondequoit R. R. Co.	61,933	67,284	8.64
Schuykill Valley Traction Co.	50,752	65,576	29.20
Gloucester St. Ry. Co.	63,224	64,777	2.46
The West Side St. R. R. Co.	54,107	64,044	18.36
City Pass. Ry. Co. of Altoona.	56,527	62,884	11.24
Delaware Co. & Phila. Elec. Ry. Co.	31,984	61,498	92.28
Ithaca St. Ry. Co.	55,820	61,426	10.04
Shamokin & Mt. Carmel Elec. Ry. Co.	56,225	58,805	4.59
Wakefield & Stoneham St. Ry. Co.	52,548	58,213	10.78
Southwest Missouri Elec. Ry. Co.	42,438	58,170	37.06
Bangor St. Ry. Co.	56,790	58,071	2.25
York St. Ry. Co.	48,504	57,623	18.80
New Haven & Centerville St. Ry. Co.	46,498	57,488	23.63
Montgomery St. Ry. Co.	50,645	57,291	13.12
Derby St. Ry. Co.	61,332	55,853	*8.93
Lewiston & Auburn Horse R. R. Co.	36,099	55,758	5.44
Glens Falls, Sandy Hill & Ft. Edward St. R. R. Co.	50,173	54,567	8.75
Middletown & Goshen Traction Co.	45,141	54,003	19.63
Brightwood Ry. Co.	51,137	53,862	5.32
Nashua St. Ry.	26,840	53,640	99.85
Norwalk St. Ry. Co.	53,338	53,521	0.34
New London St. Ry. Co.	51,759	53,162	2.71
Charlotte Elec. Ry. Light & Power Co.	26,009	52,977	103.26
Kingston City R. R. Co.	50,230	52,682	4.88
City Electric Ry, Co.	52,848	52,500	*0.66
Schenectady Ry. Co.	44,750	52,122	16.47
Hartford & W. Hartf'd Horse R. R. Co.	42,425	51,959	22.47
South Middlesex St. Ry. Co.	41,995	51,009	21.46
Enterprise St. R. R. Co.	50,156	50,755	1.19
Concord St. Ry. Co.	51.965	50,650	*2.53
Norwalk Tramway Co.	43,315	50,161	15.80
Total.	$3,343,372	$3,650,297	9.18

ROADS HAVING GROSS RECEIPTS FOR 1896 OF $25,000 TO $50,000.

Name of Company.	Gross Receipts 1895.	Gross Receipts 1896,	Per Cent. Increase.
Auburn City Ry. Co.	$32,445	$47,604	46.71
Anacostia & Potomac River Ry. Co.	47,612	46,230	*2.90
Lebanon & Annville St. Ry. Co.	42,963	44,634	3.89
Buffalo, Bellevue & Lancaster Ry. Co.	36,423	43,752	20.12
Herkimer, Mohawk, Ilion & Frankfort Elec. Ry. Co.	18,902	42,382	124.23
Woonsocket St. Ry. Co.	31,573	42,158	33.55
Augusta, Hallowell & Gardiner R. R. Co.	40,520	41,117	1.47
Amsterdam St. R. R. Co.	39,032	41,069	5.22
Salem Light & Traction Co.	44.914	40,594	*9.62
Newport St. Ry. Co.	39,349	40,429	2.74
Plainfield St. Ry. Co.	24,038	39.797	65.55
Marshalltown Light, Power & Ry. Co.	40,757	38,822	*4.74
McKeesport, Duquesne & Wilmerding Ry. Co.	24,100	38.295	58.92
Natick & Cochituate St. Ry. Co.	20,292	38,040	87.39
Athol & Orange St. Ry. Co.	36,687	37,833	3.12
Pittsfield Electric St. Ry. Co.	26,728	37,641	40.82
Citizens' St. Ry. Co.	38,408	36,356	*5.34
Manistee, Filer City & Eastlake Ry. Co.	36,217	35,257	*2.65
Van Brunt St. & Erie Basin R. R. Co.	36,666	35,082	*4.32
Plymouth & Kingston St. Ry. Co.	33,016	34,937	5.82
Marlborough St. Ry. Co.	37,529	34,565	*7.89
Cortland & Homer Traction Co.	15,423	34,535	123.93
The Bridgeton & Millville Traction Co.	40,251	33,300	*17.27
Newton & Boston St. Ry. Co.	30,139	33,026	9.57
Union Electric R. R.	28,901	30,485	5.48
Stamford St. R. R. Co.	19,206	30,392	58.25
Wissahickon Elec. Pass. Ry. Co	31,667	30,293	*43.38
Braintree Street Ry. Co.	15,857	30,139	90.04
Utica & Mohawk R. R. Co.	28,369	29,005	2.25
Olean St. Ry. Co.	28,184	27,789	*1.40
Phillipsburg Horse Car R. R. Co.	21,534	27,686	28.58
Lake Ontario & Riverside Ry. Co.	25,868	27,101	4.77
Dunkirk & Fredonia R. R. Co.	23,965	26,868	12.11
Great Falls St. Ry. Co.	26,650	26,091	*2.09
Pittsburgh, Neville Island & Coraopolis Pass. Ry. Co.	19,648	25,753	31.07
Calais Street Ry. Co.	25,056	25,707	2.60
Biddeford & Saco R. R. Co.	24,287	25,461	4.83
Leominster & Clinton St. Ry. Co.	11,285	25,234	123.56
Total.	$1,143,161	$1,325,459	15.94

ADRIAN, MICH.

Population in 1880, 7,849, in 1890, 8,756, in 1895 (local estimates), over 9,000.

Adrian Street Railway.—Chartered Aug. 3, 1888. Annual meeting second Wednesday in Jan.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000; issued, $36,500; dated May 7, 1889, due July 1, 1899; denom. $500; int. payable Jan. and July, at office of Seaboard National Bank, of New York; trustee of mortgage, William A. Jackson, of Detroit.

NOTE.—On Jan. 1, 1893, the company defaulted on the interest of its bonds, and in Jan., 1894, a receiver was appointed.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 38 lb. flat rail; 8 cars, of which 5 are motor cars and 3 trail cars; Walker and Detroit dynamos and motors.

OFFICERS.—Receiver Frank E. Snow, Supt. F. B. Smart.

DIRECTORS.—W. A. Jackson, F. E. Snow, Clark Rude, J. H. Blain, S. E. Graves, C. F. Barker, M. E. Chittenden.

GENERAL OFFICE, 38 W. Maumee St.

REFERENCES.—Receivership, Vol. XI, Jan., '95, p. 58.

Date of information, Apr., 1897. d z

AKRON, O.

Population in 1880, 16,512, in 1890, 27,601.

The Akron Street Railway & Illuminating Co.—Chartered Dec. 9, 1895, as a consolidation of The Akron Street Ry. Co., and the Akron General Electric Co. This company owns an electric lighting plant in addition to the street railway plant described below.

CAPITAL STOCK, authorized and issued, $1,500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $1,100,000, issued, $915,000, in escrow (see Note), $185,000; coupon, but may be registered; dated Jan. 1, 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of Manhattan Trust Co., of New York, trustee of mortgage.

Akron Street R. R. Co.'s first mortgage 6 p. c. bonds; $185,000 dated Aug. 1, 1888, due 1908; denom. $1,000; int. payable Feb. and Aug. at office of Central Trust Co., of New York, trustee of mortgage.

NOTE.—$185,000 of the first mortgage bonds are held in escrow to retire the Akron Street R. R. Co.'s bonds described.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Gross receipts	$189,256	$210,247
Operating expenses	108,719	124,130
Earnings from operation	80,537	86,117
Per cent. op. exp. to total receipts	52.1	59.0

PLANT AND EQUIPMENT.—Miles of track (electric), 20, of road, 19; gauge, 4 ft. 8½ in.; 50 lb. and 70 lb. girder rail; 55 cars, of which 30 are motor cars and 25 trail cars; 900 H. P. station plant; Gen. Elec. and Walker dynamos and motors

OFFICERS.—Pres. E. C. Gibson, V. Pres. F. A. Seiberling, Sec. J. A. Long, Treas. J. B. Clews, Supt. W. D. Chapman.

REFERENCES.—Increase of bonds, Vol. XI, Feb., '95, p. 124.

Date of information, Jan., 1897.

Akron & Cuyahoga Falls Rapid Transit Co.—Chartered May 11, 1894.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $400,000; dated July, 1, 1895, due 1919; int. payable July and Jan., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 50 lb. and 70 lb. girder and T rail; 39 motor cars; Ideal and Buckeye engines; Gen. Elec. dynamos and motors, Brill, Pullman and Wells & French cars.

OFFICERS.—Pres., Gen. Man. & Pur. Agt., Thomas F. Walsh. V. Pres. J. Wainwright, Sec. & Treas. Pierre W. Briggs, Supt. & Elecn. C. A. Bien.

GENERAL OFFICE, 153 Main St.

Date of information, Apr., 1897. a z

ALAMEDA, CAL.

Population in 1880, 5,708, in 1890, 11,165, in 1896, 15,800.

Alameda, Oakland & Piedmont Electric Railroad Co.—Chartered Oct. 4, 1870. This road commenced operation by horses July 1, 1875, and by electricity May 11, 1893.

CAPITAL STOCK, $500,000.

FUNDED DEBT, $287,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 3 ft. 6 in.; 46 lb. girder rail; 16 motor cars; Ball engines, Gen. Elec. dynamos and motors, Ingler & Atkinson cars.

OFFICERS.—Pres. & Gen. Man. W. M. Rank, V. Pres. E. S. Denison, Sec. & Treas. T. F. Scanlon, Supt. Pur. Agt. & Elecn. B. H. Fisher, Ch. Engr. of Power Station G. S. Ames.

Date of information, Apr., 1897. z

ALBANY, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Albany, the capital city of New York, is situated in the eastern part of the State, on the west bank of the Hudson River. It is the capital of Albany County.

Railroad and Steamship Connections.—The Boston & Albany R. R., Delaware & Hudson Canal Co.'s R. R., and the New York Central & Hudson River R. R. enter the city. Various lines of river steamboats reach New York and other points, the Erie Canal establishes water connections with the Great Lakes, and the Champlain Canal with Lake Champlain.

Manufacturing and Commercial Interests.—A capital of about $16,400,000 is employed in the various manufacturing industries of the city, the principal productions being stoves and other manufactured iron, malt liquors, agricultural implements, boots and shoes, books, clothing, lumber, tobacco and malt. Albany is especially noted for the large business done in stoves and other metal goods, and its rail and water facilities render it a transportation and distributing point of much importance.

Banking Capital.—There are now (1897) 6 national banks, with a combined capital and surplus of $2,953,500; 4 state banks, with capital and surplus of $1,712,805, and 1 private bank. The total banking capital is $4,666,305.

	1880.	1890.	Latest.
Population	90,758c	94,923c	
Area, in square miles			
Population per square mile			
Assessed Valuation.			
Real estate (cash value)	$ 34,310,305	63,380,046	58,334,725b
Personal property	$ 2,790,120	6,282,525	6,323,380b
Total	$ 37,100,425	69,662,571	64,658,105b
" per cap	$ 409	734	
***Municipal Debt**, net	$ 3,683,765c	4,252,125c	3,183,000b
" " per cap	$ 41	45	32b
Tax Rate, per $1,000	$ 36.00	19.00	22.20b
Manufacturing Interests. c			
No. of establishments	804	1,294	
Capital invested	$ 14,684,130	16,441,365	
" " per cap	$ 162	173	
No. of employes	11,785	14,670	
Wages per annum	$ 4,566,424	7,817,564	
Cost of materials	$ 12,509,362	11,362,017	
Value of product	$ 21,751,009	24,430,396	
Banking Capital	$		4,666,305b

* Including water debt, deducting sinking fund. b 1897. c Census.

STREET RAILWAY SYSTEM—Descriptive.

Albany occupies a beautiful and commanding site on the bluffs overlooking the Hudson River. The city has many fine streets and an unusually large acreage devoted to parks and pleasure grounds. The business district is mostly along the extended water front and the streets immediately adjacent. The residential sections are on the sides and summits of the hills, on one of which is the magnificent state capitol. The railway system embraces thirty-four miles of track, is under one management and is operated entirely by electricity. The principal business streets are occupied and lines extend to the parks and suburbs through the residental parts of the city. An important division operates to the neighboring city of Troy, passing popular pleasure grounds on the way and the well known government arsenal at Watervliet. A local feature of great value is the legislative patronage to and from the capitol.

STREET RAILWAY SYSTEM—Present Companies.

The Albany Railway.—Chartered Sept. 14, 1863 for 1,000 years. Annual meeting second Monday in Oct. This company operates the entire street railway system of the city, together with a double track line to Troy, Watervliet, Green Island, etc. In June, 1896, it bought a controlling interest in the Cohoes (N. Y.) Street Railway Company.

Capital Stock, authorized, $2,000,000, issued, $1,750,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. bonds, authorized, $500,000, issued, $428,000, in escrow (see Note), $72,000; coupon, but may be registered; dated Jan. 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July at office of Central Trust Company of New York, trustee of mortgage.

First mortgage 5 p. c. bonds, outstanding, $28,500; dated July 1 1864, due 1905; denom. $500 and $1,000; int. payable Jan. and July at National Commercial Bank of Albany.

Please note date of information at end of each report.

OF WATERVLIET
This Line Extends Four Miles to Troy See small Map.
NORTH ALBANY
EAST ALBANY
BATH
GREENBUSH
BECKVILLE
WATERFORD
WATER VILLE
WEST TROY
CITY OF TROY
BRUNSWICK
GREENBUSH or EAST ALBANY
EAST GREENBUSH
WASHINGTON PARK
VAN RENSSELAER ISLAND
HUDSON RIVER
ERIE CANAL
CITY OF
ALBANY
NEW YORK
A MAP
SHOWING THE LINES OF
THE ALBANY RAILWAY
DOUBLE TRACK OWNED AND OPERATED
" " LEASED " "
SINGLE " OWNED " "
Scale 2400 ft. to the inch
Scale 3 Miles to 1 inch

Fourth mortgage 6 p. c. bonds, outstanding, $11,500; dated Mar. 1, 1880, due 1905; denom. $500; int. payable Mar. and Sept. at National Commercial Bank of Albany.

Fifth mortgage 5 p. c. bonds, outstanding, $32,000; dated Sept. 1, 1888, due 1913; denom. $500 and $1,000; int. payable Mar. and Sept. at National Commercial Bank of Albany.

Watervliet Turnpike & R. R. Co.'s second mortgage 6 p. c. bonds outstanding, $150,000; dated June 20, 1890, due May 1, 1919; denom. $1,000; int. payable May and Nov. at office of Metropolitan Trust Co., of New York. These bonds are guaranteed, principal and interest, by The Albany Railway.

North & East Greenbush Horse R. R. Co.'s first mortgage 5 p. c. bonds outstanding, $30,000; dated May 1, 1892, due 1911; denom. $1,000; int. payable May and Nov. at office of National Commercial Bank of Albany. These bonds are guaranteed, principal and interest, by The Albany Railway.

Note.—The company has guaranteed the interest on the Watervliet Turnpike & R. R. Co.'s first mortgage 6 p. c. bonds, issued, $350,000; dated May 1, 1889, due 1919; denom. $1,000; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

The unissued consolidated mortgage bonds ($72,000) are held in escrow for the purpose of taking up at maturity the three prior liens described.

Leased Roads.—The company operates the property of the Watervliet Turnpike & R. R. Co. under a 999 year lease, and in consideration therefor, pays the lessor company $1,200 and interest on its funded debt.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts, operat'n.	$389,419	$414,253	$455,874	$519,387	$549,627
" other...	2,409	4,204	6,044	2,889	4,818
" total....	391,828	418,457	461,918	522,276	554,445
Operating exps...	221,749	251,035	298,972	314,319	356,862
Earnings, operat'n	170,078	167,421	162,947	207,957	197,583
Deductions.					
Int. on bonds.	46,520	39,313	40,697	40,790	27,065
Taxes	11,046	12,645	16,143	16,644	17,084
Rentals	25,133	30,383	30,778	31,223	31,198
Other exp's...		2,202	4,974		
Net income.....	87,379	82,878	70,354	119,300	122,236
Per cent. op. exp. to total rec'ts..	56.6	60.0	64.7	60.0	64.5

Dividends.—In 1892, 6 p. c.; in 1893, 12 p. c.; in 1894, 6 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.

Balance Sheet.—Dated Dec. 31, 1894. 1895. 1896.

ASSETS.

Cost of road and equipment.....	$2,027,993	$2,090,654	$2,305,592
Cash.....	7,419	16,357	9,264
Supplies.....	27,236	38,048	24,191
Open accounts.....	3,294	5,244	66,499
Profit and loss (deficit).....	29,950		
Total.....	$2,095,892	$2,150,303	$2,405,546

LIABILITIES.

Capital stock.....	$1,250,000	$1.352,500	*$1,672,433
Funded debt.....	780,000	677,500	530,000
Bills payable.....	25,000	55,000	121,000
Accrued interest.....	7,458	2,021	1,013
Wages and supplies.....	11,782	15,517	11,810
Open accounts.....	16,652	27,834	16,574
Other liabilities.....	5,000	5,000	5,000
Profit and loss (surplus).....		14,931	47,716
Total.....	$2,095,892	$2,150,303	$2,405,546

* Includes partial payment on increase of capital stock authorized Mar. 14, 1896.

Plant and Equipment.

	Owned.	Leased.
Miles of main line.....	11.2	8.4
" second track and sidings.....	7.6	7.1
" track total (electric).....	18.8	15.5

Gauge, 4 ft. 8½ in.; 65 lb. 70 lb. and 90 lb. girder and T rail; 82 box cars, 47 open cars, 7 freight cars and 228 West. motors; 2,070 H. P., McI. & S., Allis, Knowlson & Kelly and Cooper engines, B. & W. boilers, Gen. Elec. dynamos, Gen. Elec., West. and Walker generators and West. motors, Gilbert, Brill and Jones cars, Taylor trucks.

Officers.—Pres. Robt. C. Pruyn, V. Pres. A. N. Brady, Treas, & Gen. Man. John W. McNamara, Sec. James McCredie, Asst. Gen. Man. & Pur. Agt. Edgar S. Fassett, Consulting Engr. Thomas E. Murray.

Directors.—Robt. C. Pruyn, John W. McNamara, A. Bleecker Banks, Elnathan Sweet, James McCredie, William McEwan, Anthony N. Brady, James H. Manning, James Rooney, Clarence N. Flack, J. Irving Wendell, John G. Myers, Simon W. Rosendale.

General Office, Broadway and State Street.

References.—Description of road, Vol. VI, June, '90, p. 273 (ill.); Vol. VIII, Jan. and Feb., '92, p. 44 and 63 (ill.); Vol. IX, July, '93, p. 467 (ill.); description of shops and car house, Vol. X, Mar., '94, p. 151 (ill.); steel fly wheel (ill.), (brief), Vol. XII, July, '96, p. 428.

Date of information, Mar., 1897.

For map of road see page 6. a z

Watervliet Turnpike & Railroad Co.—Chartered Apr. 15, 1862.

Capital Stock, authorized and issued, $240,000.

Funded Debt.—First mortgage 6 p. c. bonds, $350,000; coupon, but may be registered; dated May 1, 1889, due 1919; denom. $1,000; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., of Boston, trustee of mortgage. The interest on these bonds is guaranteed by The Albany Railway.

Second mortgage bonds, principal and interest guaranteed by The Albany Railway, which see for description.

Leased, to The Albany Railway, Mar. 15, 1892, for 999 years.

Date of information, Mar., 1897.

For map of road see page 6. a z

NEW CORPORATION.

The Albany, Helderburg & Schoharie Electric Railway Co.—Chartered November 15, 1895, to build an electric railway from Albany to Schoharie. Annual meeting third Tuesday in Dec. Nearly all of the rights of way through the towns have been secured, and the terminal in Albany has been obtained from the City Council. Construction not commenced.

Capital Stock, $500,000; par value, $100 per share.

Officers.—Pres. John W. Van Valkenburg (71 State St., Albany), V. Pres. B. M. Secor (Albany), Sec. Wm. H. Erwin (New Salem, N. Y.), Treas. Chas. A. Belden (Albany).

Directors.—B. M. Secor, John W. Van Valkenburgh, Robert J. McCauley, W. W. Brinkerhoff, Jas. M. Borthwick, of Albany, N. Y.; C. E. Deitz, Thos. J. Wood, of Berne, N. Y.; Jacob Kelsch, of Gallupville; E. Twitchell, C. C. Kromer, of Schoharie, N. Y.; Harrison Finkle, of Greenbush, N. Y.; John S. Loucks, of Jerusalem, N. Y.; O. F. Plank, of Gallupville, N. Y.

General Office, 71 State St., Albany, N. Y.

Date of information, Apr., 1897. b z

ALBANY, ORE.

Population in 1880, 1,867, in 1890, 3,079, in 1896 (local estimates), 6,000.

Albany Street Railway Co.—Chartered Feb. 19, 1889. Annual meeting first Wednesday in Mar.

CAPITAL STOCK, authorized and issued $16,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 3; gauge, 3 ft. 6 in.; 25 lb. and 35 lb. T rail; 1 dummy, 2 cars; Porter engines, Pullman cars.

OFFICERS.—Pres. W. F. Read, V. Pres. W. Goltra, Sec. Gen. Man. & Pur. Agt. C. G. Burkhart, Treas. S. E. Young, Ch. Engr. Robt. Moore.

Date of information, Apr., 1897. a z

ALEXANDRIA, VA.

Population in 1880, 13,659, in 1890, 14,339.

Washington, Alexandria & Mt. Vernon Railway Co.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $700,000; dated Aug. 1, 1895, due 1925; int. payable at office of Real Estate Trust, of Philadelphia, trustee of mortgage.

OPERATION.—The company reports for the year ending Dec. 31, 1896, gross receipts of $61,627, and passengers carried 325,286.

PLANT AND EQUIPMENT.—Miles of track (electric), 25.84; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T, 80 lb. grooved and 90 lb. girder rail; 32 cars, of which 15 are motor cars, 13 trail cars, and 4 freight cars; 2,000 H. P. station plant, Providence engines, Gen. Elec. dynamos and motors. Brill and own cars.

OFFICERS.—Pres. G. E. Abbot, V. Pres. Park Agnew, Sec. & Register F. K. Hipple, Treas, J. K. Swartz, Special Agt, G. F. Phillips, Supt. J. Colvin.

DIRECTORS.—G. E. Abbot, Park Agnew, F. K. Hipple, D. C. Leech, J. S. Swartz, J. R. Caton, S. Rice, J. Cassels, J. Crawford.

GENERAL OFFICE, 13½ St. and Pennsylvania Ave., Washington.

REFERENCES.—Description of road, Vol. XII, May, '96, p. 301; description of road (ill.), Vol. XII, Jan., '97, p. 1.

Date of information, Apr., 1897. a b

ALLENTOWN & BETHLEHEM, PA.

Population of Allentown in 1880, 18,063, in 1890, 25,228; of Bethlehem, in 1880, 5,193, in 1890, 6,762.

Allentown & Lehigh Valley Traction Co.—Chartered May 31, 1893. The company operates under lease dated Jan. 1, 1895, the Allentown & Bethlehem Rapid Transit Co., the Lehigh Valley Traction Co., the Allentown Passenger Ry. Co., the Bethlehem & Allentown Street Ry. Co., the Bethlehem & South Bethlehem Street Ry. Co., the Catasaqua & Northern Street Ry. Co., and controls and operates the Allentown Electric Light & Power Co. and the Rittersville Hotel Co. The company owns the entire capital stock of the above companies, except the Allentown Electric Light & Power Co., in which it owns the majority of the stock. On Mar. 8, 1894, this company by purchase of the entire capital stock, assumed control of the Allentown & Bethlehem Rapid Transit Co., and during the summer completed its own lines and connected the lines of the two companies for practical and economical operation. The floating debt of the Allentown & Bethlehem Rapid Transit Co. was assumed and paid, except $200,000 which was resisted and is in litigation.

Capital Stock, authorized, $4,000,000, issued, $1,500,000, in treasury, $2,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; coupon, but may be registered; dated Sept. 1, 1893, due 1913; int. payable Mar. and Sept., at office of New York Security & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued (understood to be), $250,000, in escrow (see Note), $1,500,000, in treasury, $250,000; coupon, but may be registered; dated Jan. 1, 1895, due 1925; int. payable Jan. and July. This mortgage covers all the railway property and franchises above mentioned and includes Allentown Electric Light & Power Co. and Rittersville Hotel Co.

Allentown & Bethlehem Rapid Transit Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated, July 1, 1891, due 1911, but subject to call at 110 and interest after July 1, 1896; int. payable Jan. and July, at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

Allentown & Bethlehem Rapid Transit Co.'s second mortgage 6 p. c. bonds, $200,000.

Note.—$1,500,000 of the first consolidated mortgage bonds are understood to be held in escrow to retire the prior liens described above.

Operation.—Combined operating report of the properties now controlled by the company for the years ending

	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1896.
Receipts from passengers	$210,041	$222,134	$230,403
" other sources	700	700	8,050
" total	210,741	222,834	238,453
Operating expenses	125,755	110,010	114,559
Earnings from operation	84,986	112,825	123,894
Net receipts from park privileges, electric light and power	24,143	24,443	
	109,129	137,268	
Fixed charges and interest	85,464	100,192	87,743
Net income	23,665	37,076	36,151

LATER EARNINGS.

3 months ending Mar. 31.	1895.	1896.
Gross receipts	$38,043	$42,728
Operating expenses	21,420	23,629
Earnings from operations	16,623	19,099

Balance Sheet.—Dated June 30, 1894.

	1895.	1896.
ASSETS.		
Investment	$2,008,770	$3,593,075	$1,660,873
Stock of other companies			1,940,846
Plant	541,661		
Treasury stock		2,500,000	
Treasury and trusteed bonds		2,080,000	
Accounts receivable		20,782	
Supply and suspense account	10,189		
Advance payments	3,027		
Cash	3		
Total			

LIABILITIES.			
Capital stock	$1,500,000	$4,000,000	$1,500,000
First mortgage bonds	602,250	1,250,000	1,700,000
Consolidated mortgage bonds		2,000,000	
Interest			11,467
Unfunded debt	211,987	667,268	676,760
Purchase account A. & B. R.T. Co		235,000	214,207
Industrial Imp. Co.	224,961		
Accounts payable	43,660		75,824
Sundry accounts	4,921	24,763	
Profit and loss (surplus)	8,249	56,105	92,255
Total	$2,596,029	$8,233,135	*$3,740,513

* The liabilities and total liabilities are as given in the company's annual report to the Department of Internal Affairs, but the additions are not correct as stated, and the balance sheet for 1896 is obviously incorrect.

Plant and Equipment.—Miles of track (electric), 53; gauge, 4 ft. 8½ in.; 60 lb. to 70 lb. T and girder rail; 70 motor cars; Cooper engines, Gen. Elec. and West dynamos, Steel motors, Brill and Stephenson cars.

Officers.—Pres. Albert L. Johnson, Sec. & Treas. A. F. Walter, Gen. Man. J. J. Coleman.

Directors.—Albert L. Johnson, A. F. Walter, Tom L. Johnson, Jilson J. Coleman, Wilson J. Hartzell, M. L. Kauffman and Robert E. Wright.

General Office, Allentown, Pa.

References.—Description of road, Vol. X, July, '94, p. 428 (ill.).

Date of information, Dec., 1896. b d y

ALLIANCE, O.

Population in 1880, 4,634, in 1890, 7,607.

Alliance Street Railway Co.

CAPITAL STOCK, authorized, $100,000, issued, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4, of road, 4; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 4 motor cars; 160 H. P. station plant, Phœnix Iron Works engines, Gen. Elec. dynamos, West. motors, Brill and Laclede cars.

OFFICERS.—Pres. W. W. Hazzard, Sec. Treas & Gen. Man. W. J. Berry, Ch. Engr. of Power Station Frank Bankard.

GENERAL OFFICE, 11 South Arch Ave.

Date of information, Apr., 1897. a z

ALTON, ILL.

Population in 1880, 8,965, in 1890, 10,294, in 1895, estimated population of Alton, Upper Alton and North Alton, 21,000.

Alton Railway & Illuminating Co.—Chartered July, 1895, for 99 years. Annual meeting in Jan. This is a consolidation of the Alton Electric Street R. R. Co., the Alton Improvement Association and the Alton & Upper Alton Horse Ry. & Carrying Co.

FRANCHISES.—Franchises granted in 1867 for 50 years, and in 1896 for 20 years.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized $250,000, issued $225,000, in escrow $25,000; coupon, but may be registered; dated Oct. 1, 1895, due 1915; denom. $1,000; int. payable at office of Manhattan Trust Co., New York, trustee of mortgage.

NOTE.—$25,000 of the first mortgage bonds are held in escrow to retire an equal amount of the bonds of the Alton Improvement Association.

OPERATION.—Year ending Sept. 30, 1896.

Receipts from passengers	$34,706
" electric lighting	27,030
" total	61,736
Operating expenses	31,572
	30,164
Interest	11,956
Net income	18,208

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 40 lb. 56 lb. 60 lb. and 70 lb. girder and T rail; 8 horses, 14 cars, of which 10 are motor cars and 4 trail cars, 2 dummy engines; 1,250 H. P. engines, Buckeye engines, Brush, Gen. Elec. and Fort Wayne dynamos, Walker and Gen. Elec. motors, St. Louis and Laclede cars, Peckham trucks.

ELECTRIC LIGHT PLANT.—600 H. P. operating 150 arc lights and 6,000 incandescent lights.

OFFICERS.—Pres. Treas. & Gen. Man. Joseph F. Porter, V. Pres. James Duncan, Sec. H. S. Baker, Ch. Engr. J. T. King, Elecn. J. H. Hopkins.

S.—C. A. Caldwell, H. C. Priest, James Duncan, I. F. Porter.

E.—Second and Market Sts.

tion. Mar., 1897. a z

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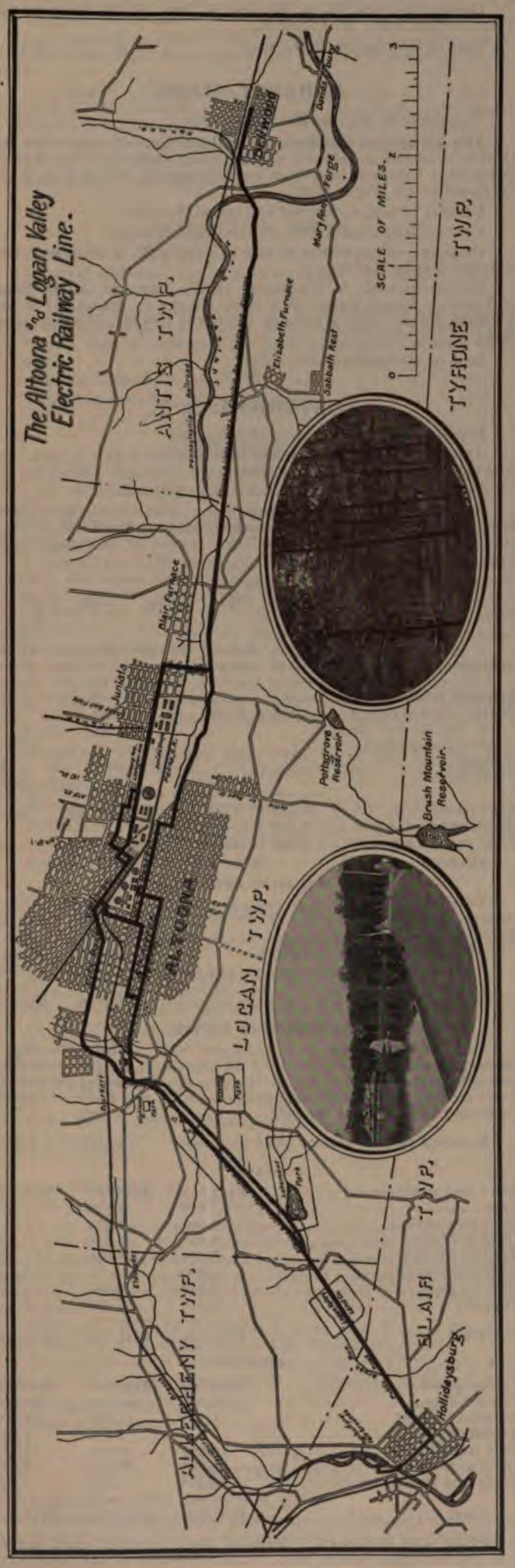


ALTOONA, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Altoona is situated in central Pennsylvania at the eastern base of the Alleghenies.

Suburbs.—The town of Hollidaysburg and the villages of Juniata and Bellwood are connected with Altoona by street railway lines.

Population.—The population in 1880 was 19,710, and in 1890, 30,337, an increase of 54 per cent. Local estimates place the population of Altoona and suburbs in 1893 at 40,183.

Railroad Connections.—The Pennsylvania R. R. and the Altoona, Clearfield & Northern R. R. enter the city.

Manufacturing and Commercial Interests.—A capital of about $7,580,000 is employed in the various manufacturing industries of the city, the principal productions being locomotives, railroad cars, lumber, manufactured iron, malt liquors, tobacco and cigars. Extensive machine shops of the Pennsylvania R. R. Co. are located in Altoona. About 6,000 hands are employed in the manufacturing industries, receiving in wages about $3,460,000 per annum, and the value of the manufactured product is about $10,000,000 per annum.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $354,500; 1 state bank with capital and surplus of $52,200, and 1 private bank. The total banking capital is $406,700, equivalent to about $13 per capita population.

Assessed Valuation.—The assessed valuation of real estate is (1896) $15,763,000, the property being assessed at about 67 per cent. of its real value. Personal property is not assessed.

Municipal Debt.—The municipal debt of the city, less sinking funds, is (1897) $880,059.

Tax Rate.—The tax rate is (1896) $21 per $1,000.

STREET RAILWAY SYSTEM—Descriptive.

The street railway system of Altoona is the leading division of an interurban line embracing three sections under one management; the Altoona lines proper, with twelve miles of track; the Hollidaysburg division, extending from the Twelfth Street bridge in Altoona to the public square in Holidaysburg, six miles of track; the Bellwood division, passing through Juniata and Blair Furnace to Bellwood, six miles of track. The entire system is operated by electricity. The Altoona division operates various well planned routes in the city, and the completed system will serve a large population. In addition to the regular business of the line, much pleasure traffic has been created by the development of Lakemont Park and other pleasure resorts.

STREET RAILWAY SYSTEM—Present Companies.

The Altoona & Logan Valley Electric Railway Co.—Chartered Dec. 12, 1892, for 999 years. Annual meeting, Jan. This company owns and operates the City Passenger Ry. Co., of Altoona.

Capital Stock, authorized, $500,000, issued, $377,850, in treasury, $122,150; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized, $500,000, outstanding, $485,000, in treasury (see Note), $15,000; dated July 1, 1893, due July 1, 1923; denom. $500 and $1,000; int. payable Jan. and July, at office of Cassatt & Co., of Philadelphia, and First National Bank of Altoona; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The mortgage deed provides that not less than 1 p. c. of the bonds authorized shall be retired annually, and $15,000 have already been so retired.

The bonds may be called for payment, after July, 1903, at twenty-one days' notice, at 105 and accrued interest.

Franchises.—Granted 1893 in perpetuity, conveying exclusive rights for Hollidaysburg, and right for double track railroad, thence to Altoona, and from Altoona to Bellwood; also exclusive rights in Bellwood.

Operation.—	6½ mos. ending Dec. 31, 1893.	Year ending Dec. 31, 1894.	Year ending Dec. 31, 1895.	Year ending Dec. 31, 1896.
Receipts from passengers	$41,842	$72,739	$82,094	$89,446
" other sources	1,270	389	1,198	818
" total	43,112	73,128	83,292	90,264
Operating expenses	17,019	33,217	41,157	47,442
Earnings from operation	26,094	39,911	42,135	42,822
Deductions from earnings.				
Interest on bonds	6,762	25,113	25,000	25,000
" " purchase notes C. P. Ry	4,237			
Sinking fund		5,000	5,000	5,000
Taxes	26	1,775	3,204	3,350
Rentals	180	360	360	
Other expenses				
Income	14,890	7,663	8,570	9,472
Fire loss		8,829		
Dividend on investment				5,074
Net income				14,546
Dividends paid, 2½ p. c.				9,446
To surplus account	14,890	* 1,166	8,570	5,100
Total surplus account	14,890	13,725	22,294	27,394
P. c. op. exp. to total receipts.	39	45	49	53

* Deficit.

Please note date of information at end of each report.

Plant and Equipment.—Miles of main line, 15.78, of second track, 1.81, of sidings, 1.11, total track (electric), 18.70; gauge, 5 ft. 3 in.; 56 lb. T and 72 lb. girder rail; 33 cars, of which 16 are motor cars and 17 trail cars, 32 motors; 500 H. P. engines, 500 H. P. dynamos, Altoona engines, Heine boilers, Gen. Elec. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. John Lloyd, Sec. & Treas. C. A. Buch, Supt. S. S. Crane, Ch. Engr. A. C. Shand, Elecn. W. H. Markland.

Directors.—John Lloyd, M. H. Canan, A. C. Shand, W. V. Hughes and Wm. P. Smith (Hollidaysburg, Pa.).

General Office, Altoona, Pa.

References.—Description of road, Vol. X, Mar., '94, p. 156 (ill.); pleasure resorts (brief), Vol. XII, July, '96, p. 414.

Date of information, Apr., 1897. a b d z

For map of road see page 9.

City Passenger Railway Co. of Altoona.—Chartered June 15, 1889, for 90 years. Annual meeting, Jan.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends payable in Jan. and July. Over 90 p. c. of the capital stock is in the treasury of the Altoona & Logan Valley Electric Ry. Co.

Funded Debt.—First mortgage, 5 p. c. registered bonds, authorized and issued, $50,000; dated Jan. 15, 1892, due 1912; denom. $200, $500 and $1,000; int. payable Jan. and July, at offices of the company and First National Bank of Altoona; trustee of mortgage, A. J. Riley, of Altoona.

Franchises.—Granted in 1882 for 90 years.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers.	$67,192	$49,947	$55,661	$62,208
" other sources....		356	866	576
" total.....	67,192	50,303	56,527	62,884
Operating expenses.....	47,759	40,302	46,146	48,711
Earnings from operation...	19,433	10,000	10,381	14,173
Deductions from earnings.				
Interest on bonds.....	2,500	2,500	2,500	2,500
Taxes.....	1,382	1,525	1,401	1,582
Rentals.....	275	275	150	100
Net income.....	15,275	5,700	6,330	9,991
Impvmts. and betterments..	8,577	9,035	3,322	
Dividends paid.....	7,200			6,000
Per ct. op. exp. to total rec'ts	71	80	81	81

Balance Sheet.—Dated	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1896.
ASSETS.			
Cost of road and equipment.....	$269,268	$272,590	$272,591
Cash assets.....	908	3,719	6,211
Other assets.....	192	6,550	7,020
Materials and supplies.....			1,270
Profit and loss (deficit).....	5,492	2,485	
Total.....	$275,860	$285,344	$287,092
LIABILITIES.			
Capital stock.....	$200,000	$200,000	$200,000
Funded debt.....	50,000	50,000	50,000
Bills payable.....	4,000	6,000	4,264
From earn'gs to cap., imp'ts & bet's	19,268	22,590	22,591
Other liabilities.....	2,592	6,754	5,258
Profit and loss (surplus).....			4,979
Total.....	$275 860	$285,344	$287,092

Plant and Equipment.—Miles of main line, 6, of sidings, .5, total track (electric), 6.5; gauge, 5 ft. 3 in.; 48½ lb. and 72 lb. girder rail; 25 cars, of which 19 are motor cars and 6 trail cars, 24 motors; 700 H. P. engines and boilers, Altoona engines and boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and Lamokin cars, Brill, Robinson and Globe trucks.

Officers.—Same as Altoona & Logan Valley Elec. Ry. Co.

Directors.—John Lloyd, A. C. Shand, M. H. Canan, J. C. Hughes, and M. H. Mackey.

General Office, Altoona, Pa.

References.—Increase of stock, Vol. IX. Feb., '93, p. 128

Date of information, Apr., 1897. b d z

For map of road see page 9.

AMES, IA.

Population in 1880, 1,153, in 1890, 1,276, in 1894 (local estimates), 2,489.

Ames & College Railway Co.

CAPITAL STOCK, authorized and issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 2.07; gauge, 4 ft. 8½ in.; 30 lb. T rail; 2 cars, 2 steam motors.

OFFICERS.—Pres. W. M. Greeley, V. Pres. E. W. Stanton, Sec. Treas. & Gen. Man. M. K. Smith.

Date of information, Apr., 1897. a z

AMHERST, MASS.

Population in 1880, 4,298, in 1890, 4,512.

The Amherst & Sunderland Railway Co.—Chartered Feb. 27, 1896, to construct an electric railway which will cost from $40,000 to $50,000. Contracts have been awarded and the road is to be ready for operation on June 1, 1897.

CAPITAL STOCK, authorized and issued, $22,000.

FUNDED DEBT, authorized, $22,000, issued, none.

OFFICERS.—Pres. Walter D. Cowls, V. Pres. M. A. Dickinsen, Sec. & Treas. Moody Harrington.

DIRECTORS.—M. A. Dickinsen, H. B. Edwards, T. L. Page, of Amherst, Mass.; Walter D. Cowls, George C. Fisher, of North Amherst, Mass.; F. L. Whitmore, George L. Cowley, of Sunderland, Mass.

Date of information, Apr., 1897. d z

AMSTERDAM, N. Y.

Population in 1880, 9,466, in 1890, 17,336.

Amsterdam Street Railroad Co.—Chartered Feb. 5, 1873. Annual meeting second Monday in Dec.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $200,000, issued, $170,000, in treasury, $30,000; dated Oct. 1, 1890, due 1920; int. payable Apr. and Oct.; trustee of mortgage, State Trust Co., of New York.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from passengers.					$23,407
" other sources....					17,662
" total.....	$43,302	$44,598	$38,398	$39,032	41,069
Operating expenses.....	31,247	32,400	33,472	32,159	31,808
Earnings from oper.....	12,055	12,199	4,927	6,873	9,261
Deduc. from earnings..	5,079	11,121	9,417	12,342	
Int. on funded debt, due and accrued....					10,200
Loans.....					944
Taxes.....					1,020
Net income.....	6,976	1,078	*4,490	*5,469	*2,903
Dividends paid, 1 p. c...	2,500				
Total surplus account...	5,546	14,918	9,402	3,692	790

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses.....	$ 4,818	$ 5,804
Transportation expenses.....	20,425	19,525
Maintenance of way and buildings.....	1,355	1,675
" " equipment.....	5,561	4,804
Total.....	$32,159	$31,808

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried.....	602,596	606,852
Car miles run.....	184,645	182,291
Total receipts per car mile.....	$.211	$.226
Operating expenses per car mile.....	.175	.174

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Road and equipment.....	$457,623	$458,067	$458,536
Cash.....	650	1,516	1,159
Bills receivable.....	2,608	2,711	1,773
Open accounts.....	2,231	2,036	2,692
Treasury bonds.....	28,000	31,000	27,000
Bonds in escrow.....	3,000		3,000
Other assets.....	9,233	9,291	9,530
Supplies.....	6,256	8,111	8,304
Total.....	$509,600	$512,732	$511,994
LIABILITIES.			
Capital stock.....	$250,000	$250,000	$250,000
Funded debt.....	200,000	200,000	200,000
Accrued interest.....	5,300	15,500	25,700
Accounts payable.....		4,172	3,095
Bills payable.....	19,973	19,320	13,585
Open accounts.....	24,925	20,047	18,824
Profit and loss (surplus).....	9,402	3,692	790
Total.....	$509,600	$512,732	$511,994

PLANT AND EQUIPMENT.—Miles of track (electric), 4.93, gauge, 4 ft. 8½ in.; 45 lb. girder rail; 12 cars, of which 19 are motor cars

and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Brill and Lewis & Fowler cars.

OFFICERS.—Pres. J. H. McClement, Sec. & Treas. Thomas D. Mosscrop, Gen. Man. Pur. Agt. & Elecn. E. F. Seixas, Supt. H. A. Smith.

DIRECTORS.—J. H. McClement, T. D. Mosscrop, J. S. Wise, R. Harrison, G. H. Ferow, E. H. Lewis, J. S. Page, E. S. Johnson, F. S. Sprague, J. H. Herrick, J. H. Viele, R. S. Dey, J. J. Beggs.

GENERAL OFFICE, 44 Broad St., New York City. Office of Supt., 102 E. Main St., Amsterdam, N. Y.

Date of information, Nov., 1896. b

ANACONDA, MONT.

Population in 1890, 3,975, in 1897 (local estimates), 15,000.

Electric Railway, Light & Power Co.—This property is controlled by the Anaconda Copper Mining Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 35 lb. and 50 lb. T rail; 10 cars, of which 4 are motor cars and 6 trail cars, 4 motors; Gen. Elec. dynamos and motors, water power.

OFFICER.—Manager John S. McGroarty.

Date of information, Apr., 1897. a z

ANDERSON, IND.

Anderson Electric Street Railway Co.—Chartered June 22, 1891, for an unlimited period. Annual meeting, fourth Monday in June.

CAPITAL STOCK, authorized, $200,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, and issued, $150,000; dated July 1, 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

FRANCHISES.—Granted May 30, 1892, for 30 years. No annual payments required by city.

PLANT AND EQUIPMENT.—Miles of track (electric), 11, of road, 11; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. and 60 lb. T rail; 23 cars, of which 10 are motor cars and 13 trail cars; 700 H. P. engines, 380 H. P. dynamos, Allis engines, West. dynamos and motors, St. Louis and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Chas L. Henry, V. Pres. J. F. Wild, Sec. & Pur. Agt. E. C. Carpenter, Treas. T. J. McMahan, Elecn. Chas. Berry.

GENERAL OFFICE, 51½ North Meridian St., Rooms 1 and 2.

REFERENCES.—Operating detail (brief), Vol. XII, June, '96, p. 359; description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, Mar., 1897. a z

ANN ARBOR, MICH.

Population in 1880, 8,061, in 1890, 9,431, in 1897, Ann Arbor, 12.000, Ypsilanti, 7500.

Ann Arbor & Ypsilanti Electric Railway Co.—This company is a consolidation, on Oct. 1, 1896, of the Ann Arbor Street Ry. Co. and the Ann Arbor & Ypsilanti Street Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, authorized, $150,000, issued, $118,000, in treasury, $32,000; dated Oct. 1, 1896, due 1926; int. payable Apr. and Oct., at office of Union Trust Co., of Detroit, trustee of mortgage.

OPERATION.—Three months ending Dec. 31, 1896.

Gross receipts	$7,054
Operating expenses	6,454
Earnings from operation	600
Per cent. op. exp. to total receipts	91.5

PLANT AND EQUIPMENT.—Miles of track (electric), 14.75; gauge, 4 ft. 8½ in.; 45 lb. 48½ lb. and 66 lb. girder and 40 lb. T rail; 10 cars, of which 8 are motor cars, 1 horse car and 1 trail car, 1 dummy engine; 450 H. P. engines, Ball and Straight Line engines, Gen. Elec. dynamos and motors, Brill and Laclede cars, Brill, McGuire and Jackson & Sharp trucks.

OFFICERS.—Pres. H. P. Glover, V. Pres. John Winters, Sec. J. E. Beal, Treas. C. E. Hiscock, Supt. R. W. Hemphill, Jr.

DIRECTORS.—H. P. Glover, D. L. Quirk, C. E. Hiscock, J. E. Beal, O. H. Law, John Winters, F. H. C. Reynolds, of Bangor, Me.

GENERAL OFFICE, Ann Arbor.

Date of information, May, 1897. a z

ANNISTON, ALA.

Population in 1880, 942, in 1890, 9,998.

Anniston Electric Co.—This company is successor to the Anniston Street Ry. Co., whose property had been placed in the hands of Howard W. Sexton as trustee. A portion of the original track (6 miles) has been taken up and the road equipped for electric operation. The franchise under which this company operates is owned by W. W. Stringfellow.

FUNDED DEBT.—First mortgage 6 p c. gold bonds, authorized and issued, $5,000, none yet sold; dated Feb. 1, 1897.

NOTE—The first mortgage bonds may be called for payment at two months' notice and at a price of 106 and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.75; 35 lb. T rail; 4 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. & Treas. Howard W. Sexton, V. Pres. R. P. Huges, Sec. John B. Rees, Elecn. A. A. Jett.

Date of information, Mar., 1897. z

Oxford Lake Line.

CAPITAL STOCK, authorized and issued, $175,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $175,000; dated Feb. 1, 1892, due 1912; denom. $1,000; int. payable Feb. and Aug., in Boston, Mass., and Atlanta, Ga.; trustee of mortgage, Southern Banking & Trust Co., of Atlanta.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 cars, of which 8 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Stephenson cars; rent power.

OFFICERS.—Pres. & Treas. H. W. Sexton, V. Pres. & Asst. Treas. Henry W. Dorling, Sec. John B. Rees, Asst. Sec. H. M. Francis, Elecn. A. A. Jett, Ch. Engr. of Power Station W. C. Reid.

GENERAL OFFICE, 920 Noble St.

Date of information, Apr., 1897. z

ANOKA, MINN.

Population in 1880, 2,706, in 1890, 4,252.

Anoka Street Railway Co.—The franchises, equipment, etc., of this company have been leased to the city for 5 years.

Date of information, Apr., 1897. a z

APPLETON, WIS.

Population in 1880, 8,005, in 1890, 11,869.

Appleton Electric Light & Power Co.—This company is the successor to the Appleton Edison Electric Co., which was sold Feb., 1896, under foreclosure of mortgage.

FUNDED DEBT, $110,000 (including funded debt of lighting plant).

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. L. Smith, V. Pres. J. H. Van Nortwick, Sec. & Treas. Cora Hatch, Supt. F. G. Kurz.

GENERAL OFFICE, College Ave.

Date of information, Apr., 1897. z

ARUNDEL ON THE BAY, MD.

Chesapeake & Columbia Street Railway Co.—This property is owned by the Chesapeake & Columbia Investment Co.

CAPITAL STOCK, authorized, $100,000, issued, $75,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 1.75; gauge, 4 ft. 8 ½ in.; 30 lb. T rail; 1 car, 1 engine; Rhode Island locomotive, Brill car.

OFFICERS.—Pres. Thomas W. Smith, V. Pres. W. P. C. Hazen, Sec. T. D. Kelsher, Treas. N. H. Shea.

DIRECTORS.—Thomas W. Smith, W. P. C. Hazen, T. D. Kelsher, N. H. Shea, Lawrence Cavanaugh.

GENERAL OFFICE, cor. I and Indiana Ave., Washington, D. C.

Date of information, Apr., 1897. z

ASBURY PARK, N. J.

Resident population, about 5,000.

Atlantic Coast Electric Railroad Co.—Chartered Apr. 11, 1895, for 999 years. Annual meeting in Apr. This company leases the property of the Seashore Electric Ry. Co., of Asbury Park, and also owns the capital stock of the West End & Long Branch Ry. Co.

CAPITAL STOCK, authorized, $1,500,000, issued, $1,000,000, in treasury, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $800,000, in escrow, $200,000; dated 1895, due May 1, 1945; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

General mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $350,000, in treasury, $150,000; dated 1896, due 1946; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

NOTE. Treasury bonds may be issued for extensions.

OPERATION. Year ending Dec. 31, 1896.

Receipts from passengers	$131,752
" other sources	48,777
" total	180,529
Operating expenses	82,714
Earnings from operation	97,815
Deductions from earnings	80,981
Net income	16,834

PLANT AND EQUIPMENT. Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. girder rail; 70 cars, of which 45 are motor cars and 25 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Brill and St. Louis cars.

OFFICERS. Pres. J. P. O'Brien, Sec. J. E. Comins, Treas. G. B. M Harvey, Gen. Man. Pur. Agt. & Elecn. S. F. Hazelrigg.

DIRECTORS. G. B. M. Harvey, John P. O'Brien, George W. Young, James Timpson, George F. Kroehl, A. C. Twining, L. T. Fell, Henry W. Poor, H. J. Rogers.

REFERENCE. Description of road Vol. XII, Sept., '96, p. 505 (ill).

Date of information, Apr., 1897. a b d z y

Seashore Electric Railway Co. Chartered 1887. In 1896 this property was leased to and is now operated by the Atlantic Coast Electric R. R. Co.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT. First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated 1899, due 1917, but subject to call at 105 and int. in 1897; int. payable Jan. and July, at First Nat'l Bank, of Asbury Park.

Date of information, Apr., 1897. b z

Asbury Park & Belmar Street Railway Co. In Mar., 1896, this property was placed in the hands of a receiver.

CAPITAL STOCK, issued, $75,000, paid in, $57,500.

FUNDED DEBT. First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated Jan 1, 1894, due 1934; int. payable Jan. and July, at company's office.

OPERATION. Year ending Dec. 31.	1895.	1896.
Gross receipts	$14,045	$17,777
Operating expenses	16,700	16,066
Earnings from operation	*$2,154	1,711

*Deficit

PLANT AND EQUIPMENT. Miles of track (electric), 9.25.

OFFICERS. Receiver W. L. Dayton, Pres. T. S. Bullock, V. Pres. N. E. Buchanon, Sec. John Hubbard, Treas. S. D. Freshman.

DIRECTORS. T. S. Bullock, H. C. King, N. E. Buchanon, John Hubbard, Chas. McDermott, S. D. Freshman, Geo. Potts, Frank Tantun.

Date of information, Apr., 1897. b z

ASHEVILLE, N. C.

Population in 1880, 2,616, in 1890, 10,235.

Asheville Street Railroad Co. This is a consolidation of the Asheville Street Ry. Co. and the Ashville Light & Power Co. It was last reported (Mar., 1895) in the hands of a receiver pending settlement of litigation and reorganization.

CAPITAL STOCK, authorized, $250,000, issued, $100,000.

FUNDED DEBT. First mortgage 6 p. c. bonds, authorized and issued, $60,000, dated July 1, 1888, due 1918, int. payable Jan and July, at Atlantic Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, $100,000; dated July 1, 1898, due 1918, int. payable Jan. and July.

Other bonded indebtedness, $150,000.

OPERATION. Latest report is for year ending Dec. 31, 1894.

Receipts from passengers	$21,811
" other sources	3,078
" total	25,288
Operating expenses	19,237
Earnings from operation	6,051

PLANT AND EQUIPMENT. Miles of track (electric), 7 of road, 8.5 trance, 4 ft. 8½ in., 40 lb. and 56 lb. center-bearing and T rail; 14 cars, of which 12 are motor cars and 2 trail cars; 925 H. P. Armington & Sims engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS. Receiver F. Rankine Gen. Man. S. T. Reni

REFERENCES. Receivership Vol. XI, Mar., '95, p. 185

Date of information, Mar., 1895

Intermontane Railroad Co. This is the successor to the Asheville Power, Construction & Improvement Co. whose property was sold under foreclosure of mortgage

CAPITAL STOCK, $20,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. J. S. Adams, Sec. Treas. & Pur. Agt. J. E. Dickerson, Gen. Man. W. H. Penland.

STOCKHOLDERS.—J. S. Adams, J. E. Dickerson, W. W. Barnard, W. H. Penland.

Date of information, Apr., 1897. a d z

West Asheville & Sulphur Springs Railway Co.

CAPITAL STOCK, authorized, $260,000, issued, $50,000.

FUNDED DEBT, $35,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 40 lb. girder and T rail; 6 cars, of which 5 are motor cars and 1 trail car; Gen. Elec. dynamos and motors, Ellis and Stephenson cars, Stilwell-Bierce & Smith-Vaile turbines; rent power.

OFFICERS.—Pres. E. G. Carrier, Sec. Treas. Gen. Man. & Pur. Agt. J. D. Carrier.

Date of information, Sept., 1894.

Asheville & Craggy Mountain Railway Co.—This property is not now in operation.

PLANT AND EQUIPMENT.—Miles of track (steam), 2.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 2 cars; Baldwin engines, Brill cars.

OFFICER.—Pres. W. B. Gwyn.

Date of information, Apr., 1897. z

ASHLAND, KY.

Population of Ashland and Catlettsburg in 1880, 4,505, in 1890 5,500, in 1896 (local estimates), 12,500.

Ashland & Catlettsburg Street Railway Co.—Chartered Mar. 10, 1873, in perpetuity.

CAPITAL STOCK, authorized, $200,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. and 50 lb. Johnson girder and T rail; 13 cars, of which 5 are motor cars, 6 trail cars and 2 freight cars; West. dynamos and motors, Laclede cars; rent power.

OFFICERS.—Pres. Man. & Pur. Agt. W. L. Ringo, Sec. & Treas. John Russel, Jr., Supt. & Elecn. H. Wellman.

REFERENCE.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94.

Date of information, Apr., 1897. a d z

ASHLAND, PA.

Population in 1880, 6,052, in 1890, 7,346.

Centralia, Ashland & Locust Gap Street Railway Co.—Chartered to build an electric railway in Centralia, Ashland and Locust Gap, in Schuylkill County. Surveys have been made and rights of way are being secured.

CAPITAL STOCK, $90,000; par value, $50 per share.

OFFICERS.—Pres. A. L. Laubenstein, Sec. Thos. R. Pepper.

DIRECTORS.—Thos. R. Pepper, Jos. D. McConnell, W. A. Marr, Chas. Goyne, of Ashland, Pa., Jas. A. McCarthy, M. McCarthy, of Locust Gap, Pa.

Date of information, Apr., 1897. z

ASHLAND, WIS.

Population in 1880, 951, in 1890, 9,056.

Ashland Light, Power & Street Railway Co.—Chartered Feb., 1890, as a successor to the Ashland Lighting & Street Ry. Co., which was sold under foreclosure of mortgage.

CAPITAL STOCK.—New issue unknown.

FUNDED DEBT.—New issue unknown.

OPERATION.—The last report received is for the year ending Aug. 31, 1894.

Gross receipts	$24,440
Operating expenses and fixed charges	22,655
Net income	$ 1,785

PLANT AND EQUIPMENT.—Miles of track (electric), 7 gauge, 4 ft. 8½ in., 56 lb. T rail; 12 cars, of which 6 are motor cars and 6 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

REFERENCES.—Description of road, Vol. X, Feb. '94 p. 85; (ill...

Date of information Mar., 1896.

Please note date of information at end of each report.

ASHTABULA, O.

Ashtabula Rapid Transit Co.

CAPITAL STOCK, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered: dated July 1, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5, of road, 5; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. Johnson girder rail; 10 cars, of which 7 are motor cars and 3 trail cars; Buckeye and Russell engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill cars.

OFFICERS.—Pres. F. B. Wagner, V. Pres. W. W. Hazzard, Sec. Gen. Man. & Pur. Agt. T. Fricker, Treas. E. W. Savage, Ch. Engr. of Power Station J. N. Deyo.

Date of information, Apr., 1897. a z

ASTORIA, ORE.

Population in 1880, 2,803, in 1890, 6,184, in 1896 (local estimates), 11,000.

Astoria Street Railway Co.

CAPITAL STOCK, authorized, $200,000, issued, $55,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated May, 1892, due May, 1912; int. payable May and Nov. at office of Security Savings & Trust Co., of Portland, Ore., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 3 ft. 6 in.; 30 lb. T rail; 8 cars, of which 5 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brownell cars.

OFFICERS.—Pres. J. W. Conn, V. Pres. W. A. Sherman, Sec. & Supt. F. W. Newell, Treas. F. R. Stokes.

REFERENCES.—Short description of road, Vol. IX, May, '93, p. 317.

Date of information, Apr., 1896.

ATCHISON, KAN.

Population in 1880, 15,105, in 1890, 13,963.

Atchison Railway, Light & Power Co.—Chartered July, 1895, as the successor to the Atchison Railway, Electric Light & Power Co.

CAPITAL STOCK, authorized, $200,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated July 1, 1895, due 1915; trustee of mortgage, Mercantile Trust Co , of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in., 45 lb. T rail; 13 cars, of which 8 are motor cars and 5 trail cars; Sioux City Corliss engines; Steel Motor Co. and Gen. Elec dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. R. L. Pease, V. Pres. & Pur. Agt. W. P. Waggener, Sec. James W. Orr, Supt. J. A. Bendure.

DIRECTORS.—J. W. Orr, R. B. Morris, E. C. Post, R. L. Pease, W. P. Waggener.

REFERENCES.—Description of road (brief), Vol. XI, Jan., '95, p. 46 (ill.); description of parks (brief), Vol. XIII, Mar., '97; p. 150.

Date of information, Apr., 1897. d z

ATHENS, GA.

Population in 1880, 6,099, in 1890, 8,627.

Athens Electric Railway Co.—Chartered Jan. 12, 1895, under new legislative act as the successor to the Athens Ry. Co. Re-chartered June, 1895.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Railway plant: Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 cars, of which 9 are motor cars and 1 trail car; Detroit dynamos, Gen. Elec. and West. motors, Jackson & Sharp cars; water power.

LIGHTING PLANT.—Gen. Elec. monocyclic 250 K. W. generator; 2 T-H arc dynamos; 100 arc lights; water power.

OFFICERS.—Pres. W. S. Holman, V. Pres. J. Y. Carithers, Sec. & Treas. W. T. Bryan, Supt. & Pur. Agt. C. D. Flanigen, Elecn. H. M. Hughes.

Date of information, Apr., 1897. a d z

ATHOL, MASS.

Population in 1880, 4,307, in 1890, 6,319.

Athol & Orange Street Railway Co.—Chartered July 1, 1894.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000; dated Jan. 1, 1895, due 1915; denom. 1,000; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,	1895.	1896.
Receipts from passengers	$36,436	$37,555
" other sources	251	278
" total	36,687	37,833
Operating expenses	22,457	23,813
Earnings from operation	14,230	14,020
Deductions from earnings.		
Interest on funded debt	1,500	3,000
Int. and discount on unfunded debts and loans.	64	262
Taxes	903	913
Net income	11,763	10,406
Dividends	3,000	2,400
Surplus	8,763	8,006
Deductions during the year; dis. on sale of bonds	1,730	
Total surplus	7,033	15,039
Per cent op. exp. to total receipts	61.2	62.9

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 5,686	$ 4,807
Transportation expenses	12,245	13,516
Maintenance of road and buildings	2,084	1,962
" " equipment	2,442	3,528
Total	$22,457	$23,813

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	723,951	813,689
Car miles run	167,933	163,797
Total receipts per car mile	$.219	$.231
Operating expenses per car mile	.134	.146

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road and equipment	$125,381	$126,027
Other permanent investments		9,196
Cash assets	1,652	1,816
Bills and accounts receivable	10,000	8,000
Miscellaneous assets	750	750
Total	$137,783	$145,789
LIABILITIES.		
Capital stock	$ 60,000	$ 60,000
Funded debt	60,000	60,000
Loans and bills payable	10,000	10,000
Interest accrued, not yet due	750	750
Profit and loss (surplus)	7,033	15,039
Total	$137,783	$145,789

PLANT AND EQUIPMENT.—Miles of track (electric), 7.32; gauge, 4 ft. 8½ ins.; 10 motor cars.

OFFICERS.—Pres. George D. Bates, Treas. Wm. D. Luey, Gen. Man. Wilson D. Smith.

DIRECTORS.—John W. Wheeler, Warren M. King, George D. Bates, Wilson D. Smith, Hollis H. Slate, Arthur F. Tyler, Wm. D. Luey.

GENERAL OFFICE, Athol, Mass.

Date of information, Apr., 1897. a b z

ATLANTA, GA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Atlanta is in the northwestern part of Georgia, about 7 miles from the Chattahoochee River. It is the capital of the state and of Fulton County.

Railroad Connections.—The following railroads enter Atlanta: Atlanta & West Point R. R., Southern Ry., Central, of Georgia Ry., Georgia R. R., Nashville, Chattanooga & St. Louis R. R., Seaboard Air Line.

Manufacturing Interests.—A capital of about $8,000,000 is employed in the various manufacturing industries of the city which are highly diversified, the principal productions being carriages and wagons, cotton goods, furniture, lumber, patent medicines, street cars, flour and iron goods. It is a large tobacco and cotton market, and the second largest mule market in the United States.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $400,000; 9 state banks, with capital and surplus of $1,998,500; 4 trust companies, with capital and

surplus of $1,102,000; and 1 private bank. The total banking capital is $3,400,500.

	1880.	1890.	Latest.
Population	37,409c	65,533c	
Area, in square miles	9.6	9.6	9.6
Population per square mile	3,896	6,826	
Assessed Valuation.			
Real estate (50% actual value)	$ 15,000,000	30,729,000	43,522,967b
Personal property	$ 6,000,000	11,000,000c	11,608,230b
Total	$		55,131,197b
" per cap.	$		
***Municipal Debt**, net	$ 2,180,000c	2,212,500c	4,125,000a
" " per cap.	$		
Tax Rate, per $1,000	$		12.50b
Manufacturing Interests. c			
No. of establishments	196	333	
Capital invested	$ 2,468,456	7,894,870	
" " per cap.	$ 66	120	
No. of employes	3,680	7,680	
Wages per annum	$ 889,282	3,296,664	
Cost of materials	$ 3,159,267	5,289,455	
Value of product	$ 4,861,727	11,239,591	
Banking Capital	$		3,400,500a

* Including water debt, deducting sinking fund. a 1897. b 1896. c Census.

STREET RAILWAY SYSTEM—Descriptive.

Atlanta is well located on an elevated ridge, at an altitude of 1,100 ft. above sea level. It is a place of great business activity, the annual jobbing trade alone reaching about $50,000,000. The city limits describe almost a complete circle of three miles in diameter with the Union Passenger Station in the center. The business portion of the city is immediately around and to the south of the Union Passenger depot, while the residential sections and the hotels are to the north and northeast. Just outside the northern city limits are the Piedmont Exposition Grounds, where large fairs and exhibitions are held annually. The street railway system embraces about 100 miles of completed track, which is operated chiefly by electricity. The various lines largely focus in the business center and thence radiate to all parts of the city and for long distances into the suburbs.

The street railway mileage is controlled as follows:

Atlanta Consolidated Street Ry. Co.	65
Atlanta Ry. Co.	18
Collins Park & Belt R. R. Co.	15
Atlanta Electric Ry. Co.	3
Total	101

STREET RAILWAY SYSTEM—Present Companies.

Atlanta Consolidated Street Railway Co.—Chartered May 16, 1891. Annual meeting third Monday in Jan. This is a consolidation of the Atlanta St. R. R. Co. (inc. 1866), the Gate City St. R. R. Co., the West End & Atlanta St. R. R. Co., the Fulton County St. R. R. Co. (inc. 1888), the Atlanta & Edgewood St. R. R. Co. (inc. 1889), and the Metropolitan St. R. R. Co. (inc. 1882).

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized (see Note), $2,250,000, issued and outstanding, $2,025,000, in escrow (see Note), $225,000; dated July 1, 1891, due 1921; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of Manhattan Trust Co., of New York, and of the Old Colony Trust Co., of Boston; trustee of mortgage, the Old Colony Trust Co., of Boston.

Atlanta Street R. R. Co.'s first mortgage 6 p. c. gold bonds, $225,000; dated 1890, due 1930; int. payable at Fourth National Bank, New York; trustee of mortgage, Central Trust Co., of New York.

Income 8 p. c. gold coupon bonds, $106,000; dated Apr., 1894, due 1924, but with the right at the company's option to redeem any or all, at any time before maturity, at par and accrued interest; denom. $1,000; int. payable Apr. and Oct., at office of company; trustee, Trust Co. of Georgia, of Atlanta.

Note.—$225,000 of the first mortgage bonds are held in escrow to retire the bonds of the Atlanta St. R. R. Co.

On Nov. 24, 1893, an agreement was entered into with the first mortgage bond holders by which the interest was reduced to 3 p. c. per annum for the two years ending July 1, 1895, and to 5 p. c. thereafter for the life of the bond; the authorized issue of bonds was decreased from $2,500,000 to $2,250,000; and it was agreed that the sinking fund clause should take effect in 1901 instead of 1896. The underlying bonds of the Atlanta St. R. R. Co. are not disturbed by this agreement. The stockholders were assessed to pay the floating debt and received the income bonds (above described).

By the provisions of the original sinking fund clause, the company is to set aside out of net earnings sums sufficient to redeem its outstanding bonds as follows: In 1892-1900, $20,000 per annum; 1901-05, $30,000 per annum; 1906-10, $40,000 per annum; 1911-15, $50,000 per annum; 1916-20, $60,000 per annum.

Note.—At the annual meeting of the company in May 1896, it was decided to make the financial year end Dec. 31, instead of Apr. 30.

Operation.—Year ending

	Apr. 30, 1893.	Apr. 30, 1894.	Apr. 30, 1895.	Apr. 30, 1896.	8 mos. end. Dec. 31, 1896.
Rects. passengers	$351,568	$299,311	$292,467	$491,379	$256,686
" other sources	510	329	2,378	6,911	4,339
" total	352,078	299,640	294,845	497,290	261,025
Operating exps.	249,258	205,119	169,029	245,201	121,635
Earnings operation.	102,820	94,521	125,816	252,089	139,390.
Deductions.					
Interest charges.		97,524	92,520	133,201	92,050
Taxes		14,066	9,708		
Miscellaneous		7,974			
Net income		* 25,043	23,588	118,888	47,340
P. c. op. exp. to total receipts	70.7	68.3	57.3	49.5	46.6

*Deficit.

Balance Sheet.—Dated

	Apr. 30, 1894.	Apr. 30, 1895.	Apr. 30, 1896.	Dec. 31, 1896.
ASSETS.				
Road and equipment*	$4,392,925	$4,384,775	$4,385,468	$4,527,728
Cash assets	22,624	6,838	4,828	7,305
Material	4,658	5,215	5,352	4,381
Bills and accts. rec'ble.	758	9,835	2,400	4,963
Miscellaneous	798		5,520	1,545
Stock and bonds		25,000	97,000	100,560
Con. and equip		70,478		
Total	$4,421,763	$4,502,141	$4,500,568	$4,646,482
LIABILITIES.				
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Bond account	2,153,000	2,178,000	2,250,000	2,250,000
Income bonds	212,000	212,000	106,000	106,000
Canceled bonds				106,000
Accrued interest	29,363			
Bills and accts. p'ble	20,094	88,552	144,568	100,882
Reserve	7,306			
Profit and loss (surp.)		23,589		83,600
Total	$4,421,763	$4,502,141	$4,500.568	$4,646,482

Plant and Equipment.—Miles of main line, 52, of second track and sidings, 13, total track measured as single track (electric), 65; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. 60 lb. and 70 lb. girder (22.5 miles laid) and T (42.5 miles laid) rail; 33 miles paved streets; 100 cars; Cooper Corliss and Ranken & Fritsch engines, Gen. Elec., West. and Siemens & Halske dynamos and motors, Brill, L. & F., Pullman and Stephenson cars.

Officers.—Pres. Joel Hurt, V. Pres. & Gen. Man. E. Woodruff, Sec. T. K. Glenn, Treas. R. J. Lowry, Gen. Supt. H. N. Hurt, Pur. Agt. W. H. Glenn, Ch. Engr. and Ch. Engr. of Power Station, Thos. Elliott, Elecn. N. W. L. Brown.

Directors.—Joel Hurt, R. J. Lowry, S. M. Inman, W. C. Sanders, W. L. Moore, J. C. Payne, E. Woodruff, H. E. W. Palmer, J. T. Dargan, Henry A. Inman, H. M. McKeldin.

General Office, Equitable Bldg.

References.—Description of road, Vol. X, Feb., '94, p. 120 (ill.); Vol. X, Mar., '94, p. 185 (ill.); Vol. X, Souv., '94, p. 17; annual report, Vol. XII, June, '96, p. 385.

Date of information, May, 1897. a d z

Atlanta Railway Co.—Chartered in 1895 as the successor to the Atlanta Traction Co. which was a consolidation of the Atlanta West End & McPherson Barracks Ry. Co. and the Grant Park Electric Ry. Co. This company operates the property of the Atlanta Electric Ry. Co. under contract.

Capital Stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c., gold bonds, authorized, $350,000, issued, $300,000; denom. $500; dated Sept. 1, 1895, due 1925; int. payable Mar. and Sept. at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 35 cars, of which 25 are motor cars and 10 trail cars; West. motors, American and Brill cars; rent power from Georgia Electric Light Co. for 3 years.

Officers.—Pres. M. F. Amorous, V. Pres. Jacob Hass, Sec. & Treas. S. H. Bennett, Supt. Pur. Agt. & Elecn. F. M. Zimmerman.

Please note date of information at end of each report.

Directors.—M. F. Amorous, G. W. Parrott, A. C. King, W. C. Shaw, of Baltimore, Md.; L. Z. Rosser, S. Haas, of Birmingham, Ala.; L. Warfield, of Detroit, Mich.

General Office, 79 Glenn St.

References.—Description of road, Vol. X, Mar., '94, p. 186; Vol. X, Souv., '94, p. 19.

Date of information, Apr., 1897. d z

Collins Park & Belt Railroad Co.—Charter granted by legislature Aug. 16, 1889; company organized June 28, 1892. This company is the successor to the Atlanta & Chattahoochee River R. R. Co.

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft., 8½ in.; 56 lb. T rail; 10 motor cars; Allis engines, Short dynamos and motors, Brill cars.

Officers.—Pres. Jerome Simmons, Sec. J. K. P. Carlton.

General Office, Atlanta, Ga.

References.—Description of road, Vol. X, Mar., '94, p. 187 (ill.). Vol. X, Souv., '94, p. 20; receivership, Vol. IX, Aug., '93, p. 557.

Date of information, Apr., 1896.

Atlanta Electric Railway Co.—Chartered Feb., 1895. Municipal franchise granted 1895 in perpetuity. Annual meeting in Feb. This road is operated by the Atlanta Ry. Co. under contract for 75 p. c. of the gross receipts.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage gold coupon bonds, authorized and issued, $21,000, in treasury, $21,000; dated Mar. 2, 1896, due 1906; denom. $500; int. payable Sept. and Mar., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. rail.

Officers.—Pres. Dayton Hale, Sec. & Treas. S. B. Turman.

Directors.—T. B. Felder, J. C. Dayton, W. C. Hale, Dayton Hale, D. H. Livermore.

Date of information, Apr., 1897. a z

ATLANTIC CITY, N. J.

Population in 1880, 5,477, in 1890, 13,055, in 1895, 18,566 and during the summer season, 150,000.

Atlantic City Electric Railway.—This is the street railway division of the West Jersey & Seashore R. R. Co., and is owned and operated by the Pennsylvania R. R. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 9 in.; 60 lb. and 87 lb. T and girder rail; 56 cars, of which 36 are motor cars and 20 trail cars; 775 H. P. Station Plant, A. & S. engines, Gen. Elec. and West. dynamos, West. motors, Brill cars and trucks.

OFFICERS.—Gen. Foreman, W. K. McAlister.

Date of information, Apr., 1897. a z

AUBURN, N. Y.

Population in 1880, 21,924, in 1890, 25,858.

Auburn City Railway Co.—Chartered Oct. 1, 1886. Annual meeting second Tuesday in Aug.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $500,000, issued, $300,000; dated Nov. 5, 1895, due 1925; denom. $1,000; int. payable Feb. and Aug., at office of The West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass...	$32,427	$36,454	$30,468	$32,070	$47,256
" other sources	455	513	427	375	348
" total.....	32,882	36,967	30,895	32,445	47,604
Operating expenses...	25,619	26,473	28,383	24,116	31,679
Earn'gs from operation	7,263	10,495	2,512	8,329	15,925
Deduct. from earnings.					
Interest on bonds....	17,291	12,085	12,010		
Taxes.....	443	675	1,292	968	1,082
Other deductions....		50			
Surplus	*10,472	*2,315	*10,790	7,361	14,843
Total deficit.....	22,040	24,355	40,308	40,418	38,571

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses.....	$ 4,275	$ 6,616
Transportation expenses.....	15.737	20,135
Maintenance of way and building.....	934	410
" " equipment.....	3,170	4,518
Total.....	$24,116	$31,679

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried.....	686,194	977,877
Car miles run.....	204,177	381,985
Total receipts per car mile.....	$.159	$.125
Operating expenses per car mile.....	.118	.083

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$210,949	$200,681	$363,737
" equipment.....	32,107	42,683	115,887
Bonds on hand.....			156,000
Deposit with Trust Co.....			21,000
Current assets.....	1,752		
Water pipe account.....		195	
Cash on hand.....		1,291	1,084
Open accounts.....		675	3,697
Material and supplies.....		1,723	1,142
Commission on bonds.....			10,400
Sundries construction not completed.		11,010	
Taxes.....		968	
Injuries and damages.....		300	
Profit and loss (deficit).....	40,308	40,418	38,571
Total.....	$285,116	$299,945	$711,518
LIABILITIES.			
Capital stock.....	$ 50,000	$ 50,000	$250,000
Funded debt.....	200,000	200,000	250,000
Bills payable.....	870		187,390
Other liabilities.....	34,246		
Int. on funded debt due and accrued.		19,520	
Accounts payable.....		20,866	24,128
Advertising account.....		225	
Insurance account.....		227	
B. C. and E. balance.....		778	
Operating account.....		8,329	
Total.....	$285,116	$299,945	$711,518

PLANT AND EQUIPMENT.—Miles of track (electric), 10.34; gauge, 4 ft. 8½ in.; 45 lb. T and 90 lb. girder rail; 3 horses, 28 cars, of which 17 are motor cars and 11 trail cars; McI. & S. engines, Gen. Elec. dynamos and motors, Jones, Rogers and Stephenson cars.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. S. J. Foster, Act'g Supt. R. A. Dyer.

DIRECTORS.—C. D. Beebe, C. M. Warner, Wm. Nottingham, H. S. Holden, W. A. Holden, of Syracuse; D. A. Smith, of Auburn.

GENERAL OFFICE, 36–40 Nottingham Bldg., Syracuse, N. Y.

Date of information, Apr., 1897. b y

AUGUSTA, GA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Augusta is in the eastern central part of Georgia on the Savannah River 231 miles from its mouth. It is the county seat of Richmond County.

Suburbs.—The townships of Summerville, Turpin Hill and Mante Sans are connected with the city by street railway lines which serve a population of about 52,000.

	1880.	1890.	Latest.
Population.....	21,891[c]	33,300[c]	46,000[a]
Area, in square miles.....	4.5	6	6
Population per square mile.	4,864	5,550	7,667
Assessed Valuation.			
Real estate.....$	9,142,150	15,717,350	16,588,350[b]
Personal property.....$	5,074,200	5,241,532	5,931,832[b]
Total.....$	14,216,350	20,958,882	22,520,182[b]
" per cap.....$	650	629	.....
***Municipal Debt,** net.....$	1,959,519[c]	1,744,010[c]	1,749,800[d]
" " per cap.$	90	52	.....
Tax Rate, per $1,000.....$	16.25	12.50	12.50[b]
Manufacturing Interests.			
No. of establishments.....	60[c]	417[c]	468
Capital invested.....$	21,069,275[c]	7,075,996[c]	8,480,000
" " per cap..$	95	213	.....
No. of employes.....	1,680[c]	5,861[c]	7,000[a]
Wages per annum.....$	448,825[c]	1,886,807[c]	2,090,000[a]
Cost of materials.....$	2,247,665[c]	4,974,610[c]	5,100,000[a]
Value of product.....$	3,139,029[c]	8,631,888[c]	9,750,000[a]
Banking Capital.....$	.....	.....	1,985,000[d]
" " per cap....$	.....	.....	.....

* Including water debt, deducting sinking fund. [a] Local estimates. [b] 1896. [c] Census. [d] 1897.

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Present Companies.

Augusta Railway & Electric Co.—Chartered June 27, 1896, for 101 years as a consolidation of the Augusta Ry. Co., the Augusta Electric Light & Motor Co., and the Thomson-Houston Electric Co. Annual meeting first Tuesday in July. The Augusta & Summerville R. R. Co. (inc. Mar. 20, 1866) is also a part of this system.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $448,000, in treasury, $52,000; dated Jan. 1, 1896, due 1916; denom. $100 and $500; int. payable Jan. and July at office of North American Trust Co., New York, trustee of mortgage.

Note.—The first mortgage bonds may be called for payment after 5 years and at a price of $525 and $105 and accrued interest at four weeks' notice.

Operation.—Five months ending Dec. 31, 1896.

Receipts from passengers	$34,604
" other sources	31,677
" total	66,281
Operating expenses	37,520
Earnings from operation	28,761
Deductions from earnings.	
Interest on bonds	9,333
Betterments	6,735
Net income	12,693
Per cent. op. exp. to total receipts	56.6

Balance Sheet.—Dated Dec. 31, 1896.

Assets,		Liabilities.	
Cost of road	$1,047,666	Capital stock	$ 600,000
Cash	3,760	Funded debt	448,000
Bills and accts. rec'ble	17,152	Bills and accts. payable	7,886
		Profit and loss (surplus)	12,692
Total	$1,068,578	Total	$1,068,578

Plant and Equipment.—Miles of track (electric), 24.75; gauge, 4 ft. 8½ in.; 35 lb. 40 lb. and 58 lb. T and 56 lb. sub. girder rail; 49 cars, of which 40 are motor cars and 9 trail cars; 750 H. P. Corliss and N. Y. Safety Steam Power engines, 1,750 water H. P., Gen. Elec. dynamos and motors, Brill, Laclede and Stephenson cars, Brill and McGuire trucks. Lighting plant: 700 H. P., 725 arc lamps, 6,000 incandescent lamps.

Officers.—Pres. D. B. Dyer, V. Pres. R. R. Conklin, Audr. & Treas. C. B. Reavis, Gen. Supt. & Elecn. W. E. Moore.

Directors.—D. B. Dyer, R. R. Conklin, S. Dana Green, C. B. Reavis, G. H. Conklin.

General Office, Jarvis-Conklin Bldg.

References.—Vol. VII, Oct., '91, p. 551 (ill.); Vol. X, Mar., '94, p. 177 (ill.); Vol. X, Souv., '94, p. 32.

Date of information, Apr., 1897. a d z

AUGUSTA, ME.

Population in 1880, 8,665, in 1890, 10,521. Present population served by the road, by local estimates, 25,000.

Augusta, Hallowell & Gardiner Railroad Co.—Chartered Mar. 18, 1889, in perpetuity.

CAPITAL STOCK, authorized $150,000, issued, $120,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1890, due 1910; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

Consolidated mortgage 6 p. c. coupon bonds, authorized and issued, $50,000; dated July 1, 1891, due 1911, but payable after 1896, at option of company; int. payable Jan. and July, at office of Gardiner Loan & Trust Co., of Gardiner, Me., trustee of mortgage.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$41,997	$41,349	$38,307	$40,520	41,117
Operating expenses	28,809	27,464	25,641	24,324	24,756
Earnings from operation	13,188	13,885	12,665	16,196	16,361
Deductions from earnings.					
Int. on bonds	8,348	8,857	9,000	9,000	9,000
" floating debt	453	31			
Taxes			894	848	363
Sinking fund for ins.					600
Net income	4,387	4,998	2,771	6,348	6,398
Dividends paid					4,200
To surplus account				6,348	2,198
Total surplus account	4,507	9,504	12,276	18,624	20,822

OPERATING EXPENSES.

Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Maint. way and structures	$ 2,395	$ 3,146	$ 1,959	$ 2,198	$ 3,613
" equipment	2,468	4,160	3,390	4,655	2,443
Conducting transportation	18,100	15,676	15,787	13,939	14,078
General expenses	5,847	4,482	4,506	3,533	4,622
Total	$28,809	$27,464	$25,641	$24,325	$24,756

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	833,544
Car miles run	202,577
Gross receipts per car mile	$.203
Operating expenses per car mile	.123

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$173,861	$174,964	$178,813
Cash and current assets	5,310	10,212	8,872
Materials and supplies	4,983	4,998	5,170
Profit and loss (deficit)	88,134	86,311	82,934
Total	$272,288	$276,485	$275,789
LIABILITIES.			
Capital stock	$120,000	$120,000	$120,000
Funded debt	150,000	150,000	150,000
Matured interest coupons unpaid			4,515
Current liabilities	2,288	6,485	1,274
Total	$272,288	$276,485	$275,789

PLANT AND EQUIPMENT.—Miles of track (electric), 7.4; gauge, 4 ft. 8½ in.; 40 lb. T and 75 lb. girder rail; 14 motor cars; Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars, Brill and Bemis trucks.

OFFICERS.—Pres. J. Manchester Haynes, Sec. H. G. Staples, Treas. & Gen. Man. Geo. E. Macomber, Gen. Supt. & Elecn. W. G. Meloon (Hallowell).

DIRECTORS.—J. Manchester Haynes, Geo. E. Macomber, H. G. Staples, Orville D. Baker, Thomas J. Lynch, George A. Cony, John F. Hill.

GENERAL OFFICE.—Augusta, Me. Operating office, Hallowell, Me.

Date of information, Apr., 1897. a b z

AURORA, ILL.

Population in 1880, 11,273, in 1890, 19,688.

Aurora Street Railway Co.—Chartered Sept., 1890, for 20 years.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated Oct. 1 1890, due 1910; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

NOTE.—The first mortgage is a first lien on the entire property of the company, including 1,188 shares of the capital stock of the Aurora City Ry. Co., held in escrow.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 67 lb. T and girder rail; 25 motor cars; Straight Line engines, Gen. Elec. dynamos, Walker and Rae motors, American and Gilbert cars.

OFFICERS.—Pres. & Treas. R. B. Dodson, V. Pres. H. C. Tinker, Sec. J. Zaller, Gen. Man. & Pur. Agt. D. A. Belden, Ch. Engr. A. L. Hadin.

Date of information, Apr., 1897. a z

Aurora & Geneva Railway Co.—Construction begun Aug. 3, 1896. Began operating, Oct. 24, 1896. This company operates a line from Aurora to Batavia, and will extend it to Geneva, three miles farther, in 1897.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 60 lb. rail; 2 motor cars.

OFFICERS.—Pres. Wm. Fahnestock, Sec. & Gen. Man. D. A. Belden, Treas. R. B. Dodson.

GENERAL OFFICE, Aurora, Ill.

REFERENCE.—Description of opening of road (brief), Vol. XII, Dec., '96, p. 753.

Date of information, Apr., 1897. d z

Please note date of information at end of each report.

AUSTIN, TEX.

Population in 1880, 11,013, in 1890, 14,575, in 1894 (by local estimates), 27,300.

Austin Rapid Transit Railway Co.—Chartered Apr. 20, 1890, for 50 years.

CAPITAL STOCK, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $343,000; dated. Sept. 1, 1891, due 1921; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 20 cars, of which 12 are motor cars and 8 trail cars; Gen. Elec. dynamos and motors, Laclede cars; rent power.

OFFICERS.—Receiver I. H. Evans, Pres. F. H. Watriss, V. Pres. & Treas. E. P. Wilmott, Sec. Pur. Agt. Elecn. & Supt. Frank E. Scoville.

REFERENCE.—Description of road (brief), Vol. X, Souv., '94, p. 45.

Date of information, Apr., 1897. a z

BABYLON, N. Y.

Population in 1880, 4,739, in 1890, 6,035.

The Babylon Railroad Co.—Chartered Apr. 15, 1871. Annual meeting third Tuesday in Apr.

CAPITAL STOCK, authorized, $25,000, issued, $5,600.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$ 848	$663	$542	$592	$560
Operating expenses	1,396	603	515	390	341
Net income	*548	60	27	202	219
Total deficit		488	461	259	40

*Deficit.

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$11,205	$11,546	$12,897
" equipment	1,200	1,100	1,100
Supplies	6,077		
Profit and loss (deficit)	461	259	
Total	$18,942	$12,905	$13,997
LIABILITIES.			
Capital stock	$ 5,600	$ 5,600	$ 5,600
Bills payable	13,342		
Accounts payable		7,305	8,397
Total	$18,942	$12,905	$13,997

PLANT AND EQUIPMENT.—Miles of track (horse), 1.53; gauge, 4 ft. 9 in.; 60 lb. T rail; 3 horses, 4 horse cars.

OFFICERS.—Pres. Washington F. Norton, Sec. A. H. Sammis Treas. Louise A. Sammis, Supt. John R. Reid.

DIRECTORS.—Washington F. Norton, John R. Reid, A. H. Sammis, Louise A. Sammis, Edward Dodd.

GENERAL OFFICE.—Babylon, Suffolk County, N. Y.

Date of information, Nov., 1896. b

BAKER CITY, ORE.

Population in 1880, 1,258, in 1890, 2,604.

Baker City Railway & Motor Co.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft. 5½ in.; 20 lb. T rail; 6 horses, 2 box cars.

OFFICERS.—Pres. Gen. Man. & Supt. C. L. Palmer, Sec. M. D. Abbott, Treas. L. W. Place.

DIRECTORS.—C. L. Palmer, M. D. Abbott, L. W. Place.

Date of information, Mar., 1895.

BALLSTON SPA, N. Y.

Population in 1880, 3,011, in 1890, 3,527.

The Ballston Terminal Railroad Co.—Chartered Mar. 11, 1896, to build a railway for the purpose of carrying loaded freight cars between the main line of the Delaware & Hudson River R. R. and the many manufacturing establishments located at and in the vicinity of Ballston Spa. Annual meeting first Tuesday in Mar.

CAPITAL STOCK, authorized, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized $300,000; due June 1, 1925; int. payable June and Dec.

OFFICERS.—Pres. John H. Noblit, V. Pres. Frank Jones, Sec. A. B. Paine, Treas. C. E. Lent.

DIRECTORS.—A. N. Chandler, A. S. Chandler, C. H. Latimer, C. E. Lent, of Philadelphia, Pa.; C. H. Stanton, A. B. Paine, Stephen C. Medbury, Frank Jones, J. Cook Royal, Jas. H. Norris, of Ballston Spa.

GENERAL OFFICE, Ballston Spa; Pres.' & Treas.' office, Bourse Bldg., Philadelphia.

Date of information, Apr., 1897. b z

BALTIMORE, MD.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Baltimore is near the geographical center of Maryland, on an estuary of the Patapsco River about twelve miles from Chesapeake Bay.

Suburbs.—A number of towns and villages in the vicinity of Baltimore are tributary to its markets, and are served by its street railway system.

Railroad and Steamship Connections.—The following railways enter Baltimore: Annapolis & Baltimore Short Line R. R., Baltimore & Ohio R. R., Pennsylvania R. R., Baltimore & Lehigh R. R., Western Maryland R. R. Important steamship lines operate regularly to Liverpool, Bremen, Mexico, and the principal ports of the United States.

Manufacturing and Commercial Interests.—A capital of about $93,000,000 is employed in the various manufacturing industries of the city, the principal productions being rolled and manufactured iron, machinery, brass castings and furnishings, cotton goods, flour, boots and shoes, ships, packed and dressed meats and other slaughter house products, clothing, malt and distilled liquors, tobacco, fertilizers, fruits, oysters, vegetables and patent medicines. Baltimore is the chief seat of the oyster and fruit canning industry of the United States, the annual product being about 50,000,000 cans. The manufacture of cotton duck for sails (about 80 per cent. of the entire world's supply), and brick making are other important industries. About 100,000 hands are employed in the manufacturing industries, receiving in wages about $42,000,000 per annum, and the value of the product is about $142,000,000 per annum.

Banking Capital.—There are now (1897) 23 national banks with a combined capital and surplus of $17,874,060; 5 state banks, with capital and surplus of $1,395,150; 6 trust companies with capital and surplus of $4,765,691; and 21 private banks. The total banking capital is $24,034,901.

	1880	1890.	Latest.
Population	332,313c	434.151c	613,965a
Area, in square miles	31.54	.....	42
Population per square mile	10,535	.....	14,618
Assessed Valuation.			
Real estate (90% actual value)	$ 187,040,624	.....	246,137,249d
Personal property	$ 65,106,367	.....	79,607,139d
Total	$ 252,122,991	278,249,691	325.744,388d
" per cap	$ 759	641	.....
***Municipal Debt**, net	$ 27,896,441c	31,810,935c	15,833,876d
" " per cap	$ 80	73	.....
Tax Rate, per $1,000	$ 15.57	20.25	21.77d
Manufacturing Interests.			
No. of establishments	3,683c	5,258c	.....
Capital invested	$ 38,586,773c	82,526,344c	.....
" " per cap	$ 116	190	.....
No. of employes	56,338c	83,091c	.....
Wages per annum	$ 15,117,489c	35,877,538c	.....
Cost of materials	$ 47,974,297c	74,614,829c	.....
Value of product	$ 78,417,304c	140,401,029c	.....
Banking Capital	$	.....	24,034,901e
" " per cap	$	.....	.....

* Deducting water debt and sinking fund. a By police census. b 1895. c Census. d 1896. e 1897.

STREET RAILWAY SYSTEM—Descriptive.

Of the leading cities of the United States Baltimore was among the last to put herself in touch with modern street railway practice and methods. Until 1890–91 the service was primitive to an unusual degree, horses were exclusively employed, and the equipment was almost fantastic as compared with other cities of the same class. At that time, however, radical changes were introduced, and improvement has steadily gone on until the developed street railway system challenges comparison with that of any other in the country. Mechanical traction has been substituted for horses, until of the 391 miles of track in and about the city, only a few are now operated by animal power.

The street railway mileage of the principal systems is controlled as follows:

	Miles of Track.
Baltimore Traction Co.	98
City & Suburban Ry. Co.	93
Baltimore City Pass. Ry. Co.	47
Central Pass. Ry. Co.	13
The Pikesville, Reisterstown & Emory Grove R. R. Co.	12
Baltimore, Middle River & Sparrow's Point Elec. Ry. Co.	14
Columbia & Maryland Ry. Co.	110
Gwynn Falls St. Ry. Co.	4
Total	391

STREET RAILWAY SYSTEM—Present Companies.

Baltimore City Passenger Railway Co.—Chartered Feb. 13, 1862.

Capital Stock, authorized and issued, $2,500,000; of which $1,000,000 was the original stock, $1,000,000 was issued for improvements, and $500,000 was issued to the stockholders as a stock dividend in May, 1894; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; dated Nov. 2, 1891, due 1911; coupon, but may be registered; denom. $1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$780,388	$794,450	*$942,674	$1,058,305	$1,060,418
Operating expenses	694,675	666,347			
Earns. from oper'n	85,713	128,103			
Per cent. op. exp. to gross receipts	89.1	83.9			

* Estimated.

Dividends.—In 1887, 11 p. c., in 1888 12 p. c., in 1889, 10 p. c., in 1890, 13 p. c., in 1891, 11 p. c., in 1892, 9 p. c., in 1893, 11 p. c., in 1894, 8 p. c.; in 1895, 12 p. c.; in 1896, 10 p. c.

Plant and Equipment.—Miles of track, 47, operated by electricity, 26, by cable 21; gauge, 5 ft. 4½ in.; 75 lb. rail; 214 cars, of which 70 are motor cars, 72 are grip cars and 72 trail cars; Allis and Rice & Sargent engines, West. dynamos and motors, Brill and Stephenson cable cars.

Officers.—Pres. W. S. Franklin, Sec. H. P. Smith, Treas. A. B. Clark, Gen. Man. & Ch. Engr. F. L. Hart, Elecn. J. H. Gibson, Ch. Engr. of Power Station M. Graham.

Directors.—Walter S. Franklin, Gabriel D. Clark, A. O. Kirkland, E. Austin Jenkins, Barnard Cahn, John W. Hall, Alex. Shaw.

General Office, 2552 Madison Ave.

References.—Description of road, Vol. VI, Aug., '90, p. 399; Vol. X, Feb., '94, p. 94 (ill.); Vol. X, Sept., '94, p. 542 (ill.); description of new cable power plants, Vol. IX, Sept., '93, p. 562 (ill.); description of stables, Vol. VI., July, '90, p. 352; increase of stock, Vol. IX, Feb., '93, p. 128; increase of stock and annual reports, Vol. X, July, '94, p. 482.

Date of information, Jan., 1897.

Baltimore & Curtis Bay Street Railroad Co.—Owned and operated by the Baltimore Traction Co.

Funded Debt.—First mortgage bonds $350,000, all in trust to secure the collateral trust bonds of the Baltimore Traction Co.

Date of information, Apr., 1897. a z

Baltimore, Middle River & Sparrow's Point Electric Railway Co.—This road is not yet entirely completed, but is in operation from Baltimore to Middle River.

Capital Stock, $400,000.

Funded Debt.—First mortage 5 p. c. gold coupon bonds, $300,000; donom., $1,000; dated July 1, 1895, due 1925; trustee of mortgage, Maryland Trust Co.

Plant and Equipment.—Miles of track (electric), 14.

Officers.—Pres. Daniel Crook, V. Pres. J. W. Hook, Sec. & Treas. G. H. Duvall.

Date of information, Apr., 1897. z

Baltimore Traction Co.—Chartered Apr. 5, 1888, in perpetuity. Organized June 8, 1888. Operation began in 1889. Annual meeting in Feb. This company owns and operates the North Baltimore Passenger Ry. Co., the Baltimore & Curtis Bay Street R. R. Co., the Walbrook, Gwynn Oak & Powhatan R. R. Co., the Baltimore & Powhatan Ry. Co., the Citizens' Ry. Co., the People's Ry. Co., the Pimlico & Pikesville Ry. Co., the Arlington & Pimlico Ry. Co. and the Shore Line Electric Ry. Co.

Capital Stock, authorized, $10,000,000, issued, $5,750,000; par value, $25 per share. $1,600,000 of the unissued capital stock has been taken from the treasury as security for the collateral trust bonds of 1896 described below.

Funded Debt.—First mortgage 5 p c. coupon bonds, authorized and issued, $1,500,000; dated Nov. 1, 1889, due 1929; denom., $1,000; int. payable May and Nov., at office of Hambleton & Co., of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

North Baltimore Division's first mortgage 5 p. c. coupon gold bonds, authorized and issued, $1,750,000; dated June 1, 1892, due 1942; denom $1,000; int. payable June and Dec., at office of Hambleton & Co., of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Extension and improvement 6 p. c. coupon gold bonds, authorized and issued, $1,250,000; dated Sept. 1, 1891, due, 1901; denom. $1,000; int. payable Mar. and Sept. at office of company.

First mortgage 5. p. c., collateral trust coupon gold bonds, authorized and issued, $750,000; dated Jan. 1, 1895, due 1900, but redeemable on any interest day (at one month's notice) at 105 and interest; denom. $1,000; int. payable Jan, and July, at office of Alex. Brown & Sons, Baltimore; trustee of mortgage, Maryland Trust Co. of Baltimore.

Convertible trust 5 p. c. gold bonds, authorized and issued, $800,000; dated 1896, due 1906, but redeemable at par and interest in 1901 and thereafter; int. payable at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage.

Note.—The first mortgage bonds are a first mortgage on the old Citizens' and People's Railways and the improvements thereon.

The North Baltimore system is complete in itself, though owned and operated by the Baltimore Traction Co. The mortgage covers about 35 miles of electric road and certain real estate.

The extension and improvement bonds are a second mortgage on the Citizens' and People's lines.

The collateral trust bonds of 1895 are the direct obligations of the company, secured by the deposit of all the stock and all the bonds ($350,000) of the Pimlico & Pikesville Ry. Co.; all the stock and all the bonds ($350,000) of the Baltimore & Curtis Bay Ry. Co., and all the bonds ($100,000), and at least 70 p. c. of the stock of the Walbrook, Gwynn Oak & Powhatan R. R. Co.

The convertible trust bonds of 1896 are secured by a deposit of the company's treasury stock with the Mercantile Trust & Deposit Co., of Baltimore, as trustee. They are payable in gold in five years, but the company reserves the right to pay in ten years. The bonds are convertible at any time into shares of stock at par.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Gross receipts	$1,062,885	$1,012,319	$1,179,191	$1,269,514
Operating expenses	689,318	623,040	639,707	646,128
Earnings from oper.	373,567	389,279	539,485	623,386
Fixed charges	355,202	359,243	413,097	445,511
Net income	18,365	30,037	126,387	177,875
P. c. op. exp. to tot. rec.	65.8	61.6	54.2	50.9

Dividends, in Oct., 1891, 1 p. c.; in Jan., 1892, 1 p. c.; in Dec., 1896, 1½ p. c.

Plant and Equipment.—Miles of track 98.11, operated by horse, 1.77, by electricity, 92.05, with 4.29 miles (electric), owned jointly; gauge, 5 ft. 4½ in.; 60 lb., 78 lb. and 80 lb. girder and T rail; 34 horses, 428 cars, cable, electric and trailers; Corliss, McI. & S. and West. engines, West. dynamos and motors, Brownell and L. & F. cars.

Officers.—Pres. Wm. A. House, V. Pres. Jas. S. Hagerty, Sec. H. C. McJilton, Treas. F. S. Hambleton, Gen. Man. Richard Emory, Engr. F. H. Hambleton, Elecn. T. A. Cross.

Directors.—Sidney F. Tyler, Henry A. Parr, T. Edw. Hambleton, Jas. S. Hagerty, Wm. A. House, Wm. T. Dixon, C. O. Devries, Theo. F. Wilcox, Chas. Adler.

General Office, Druid Hill Ave. Extension, Clifton.

References.—Description of road, Vol. VI, Aug., '90, p. 399.; Vol. VII, Mar., '91, p. 111 (ill.); (brief), Vol. X, Feb., '94, p. 90.; Vol. X, Mar., '94, p. 160 (ill.); increase of bonds, Vol. XI, Feb., '95, p. 124; annual report, Vol. IX, Feb., '93, p. 129; general report, Vol. IX, Dec., '93, p. 843; annual report, Vol. X, Apr., '94, p. 275; description of road (brief) Vol. XII, Oct., '96, p. 607.

Date of information, Apr., 1897. a z

Central Passenger Railway Co.—Chartered May 6, 1881; charter amended in 1892.

Capital Stock, authorized and issued, $300,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $250,000, outstanding, $90,000; dated July 1, 1882, due 1912: coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of Citizens' National Bank, of Baltimore; trustee of mortgage, Baltimore Safe Deposit & Trust Co.

Consolidated mortgage 5 p. c. gold bonds, authorized, $700,000, issued, $610,000; in escrow, to retire first mortgage bonds at maturity,

Please note date of information at end of each report.

$90,000; dated May 1, 1892, due 1932; coupon, but may be registered; denom. $1,000; int. payable May and Nov.; trustee of mortgage, Mercantile Trust & Deposit Co.

Operation.—Latest reports received are for years ending Dec. 31,

	1893.	1894.
Gross receipts	$214,475	$218,951
Operating expenses	128,884	133,682
Earnings from operation	85,591	85,269

Dividends.—In 1894, 6 p. c., in 1895, 6 p. c.; in 1896, 6 p. c.

Plant and Equipment.—Miles of track (electric) 13; gauge, 5 ft. 4½ in.; 80 lb. girder rail; 40 cars, of which 30 are motor cars and 10 trail cars; McI. & S. engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars.

Officers.—Pres. G. Blakistone, Sec. P. Thompson, Treas. & Pur. Agt. N. H. Bell, Supt. J. Hopps, Ch. Engr. of Power Station J. Burnett.

General Office, 503 East Preston St.

Reference.—Description of road, Vol. X, Mar. '94, p. 162 (ill.).

Date of information, Apr., 1897. a z

City & Suburban Railway Co.—Chartered June 7, 1892. This is a consolidation of the Baltimore Union Passenger Ry. Co., the Highlandtown & Point Breeze Ry. Co., the Baltimore & Hampden Ry. Co., the Baltimore & Yorktown Turnpike Road, and the Baltimore, Catonsville & Ellicott's Mills Passenger Ry. Co. The company in Jan., 1895 purchased the stock of the Lake Roland Elevated Ry. Co., and assumed its mortgage indebtedness.

Capital Stock, authorized and issued, $4,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000; coupon, but may be registered; dated June 1, 1892, due 1922; denom. $1,000; int. payable June and Dec., without deductions for taxes, at office of the company; trustee of mortgage, Safe Deposit & Trust Co., of Baltimore. These bonds cannot be redeemed before maturity, and are secured by a mortgage of all property and franchises now owned or which may be hereafter acquired by the company. The company has also guaranteed, principal and interest, $1,000,000 of the first mortgage bonds of the Lake Roland Elevated Ry. Co. (which see for detailed description).

Operation.—Year ending

	June 30, 1893.	June 30, 1894.	June 30, 1895.	Dec. 31, 1896.
Receipts from passengers	$474,756	$605,124	$751,720	$1,014,592
Oper'g exp. (including fixed charges and taxes)	367,783	409,363	546,970	865,111
Earnings from operation	106,973	195,761	204,750	149,481

For the year ending Dec. 31, 1895, the combined net earnings of the City & Suburban Ry. Co. and the Lake Roland Elevated Ry. Co. were $315,126.

Balance Sheet.—Dated

	Sept. 1, 1894.	Sept. 1, 1895.	Dec. 31, 1896.
ASSETS.			
Cost of road and equip.	$5,604,900	$6,250,677	$ 6,679,565
Cash	421,119	7,787	53,929
Stocks and bonds	214,799	550,133	811,300
Unissued bonds	1,000	67,000	
Supplies	17,097	28,243	44,271
Accounts receivable	13,882	29,896	300
Advances		39,950	10,659
Other assets			24,291
Total	$6,272,797	$6,973,686	$ 7,624,315
LIABILITIES.			
Capital stock	$3,000,000	$3,000,000	4,000,000
New subscriptions		536,008	
Funded debt	3,000,000	3,000,000	3,000,000
Accounts payable	156,522	148,304	105,527
Called bonds	6,000		
Tickets	458	24,239	3,814
Mortgage notes	13,667		
Earnings	96,150	155,552	248,793
Bills payable		109,583	266,181
Total	$6,272,797	$6,973,686	$ 7,624,315

Dividends.—In 1893, 1 p. c.; in 1894, 2 p. c.; in 1895, 2 p. c.; in 1896, 2 p. c.; in Jan., 1897, 2 p. c.

Plant and Equipment.—Miles of track (including mileage Lake Roland Elevated Ry. Co.), 92.71; gauge, 5 ft. 4½ in.; 25 lb. 45 lb. and 65 lb. T and girder rail; 368 cars, of which 335 are motor cars and 33 trail cars; Mc I. & S. engines, Gen. Elec. and West. dynamos and motors, Brill, Stephenson, Laclede and L. & F. cars.

Officers.—Pres. Nelson Perin, V. Pres. G. C. Jenkins, Sec. L. Fender, Treas. E. J. D. Cross, Gen. Man. J. F. Heyward, Pur. Agt. F. D. Shaffer, Gen. Supt. of Shops T. C. Jenkins, Mast. Mech. S. B. Thompson, Elec. Engr. P. O. Keilholtz.

Directors.—N. Perin, G. C. Jenkins, G. A. Von Lingen, Wm. P. Harvey, W. A. Marbury, B. F. Deford, E. L. Bartlett.

General Office, York Road and Carroll Ave.

References.—Description of road, Vol. X, Feb., '94, p. 91 (ill.); description of map, Vol. X. May, '94, p. 288; operating detail Vol. XII, Aug., '96, p. 489 (ill.),

Date of information, Apr., 1897. y

Columbia & Maryland Railway Co.—This road is under construction by the Baltimore & Catonsville Construction Co., which has entire charge until the road is completed.

Capital Stock, authorized, $4,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $6,000,000; dated June 1, 1895, due 1945; trustee of mortgage, Central Trust Co., of New York.

Plant and Equipment.—Miles of track, 110, of which 32 are horse and 78 electric; gauge, 4 ft. 8½ in.; 85 lb. T rail, in cities, 95 lb. girder rail; McIntosh & Seymour engines, West. dynamos and motors.

Officers.—Pres. T. M. Lanahan, V. Pres. B. N. Baker, Sec. & Treas. R. Stanley Carswell, Gen. Man. W. Kelsey Schoepf, Elecn. S. W. Huff.

General Office, 409 Water St., Rialto Bldg.

Date of information, Apr., 1897. a z

Edmondson Avenue, Catonsville & Ellicott City Electric Railway Co.—This is virtually a part of the Columbia & Maryland Ry. Co.'s system. It is not yet in operation.

Officers.—Pres. Geo. Yakel, V. Pres. John Hubner, Sec. Wm. L. Layfield, Treas. Louis Yakel, Gen. Man. W. K. Schoepf.

Directors.—John Hubner, D. M. Newbold, B. N. Baker, W. K. Schoepf, Louis Yakel, W. L. Layfield, Geo. Yakel.

Date of information, Apr., 1897. a z

Gwynn Falls Street Railway Co.—Chartered May 1, 1895, in perpetuity. Operation began July 1, 1896. Annual meeting first Wednesday in May. This road is operated under special contract by the Baltimore Traction Company.

Capital Stock, authorized, $30,000, issued, $7,000, in treasury, $23,000; par value, $50 per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 60 lb. rail.

Officers.—Pres. Joseph B. Seth, V. Pres. Samuel C. Rowland, Sec. Henry A. Clark, Treas. Chas. W. Dorsey, Gen. Man. & Supt. H. Clay Tunis, Ch. Engr. I. A. Knox.

Directors.—Joseph B. Seth, J. C. Moninomer, Charles W. Dorsey, Samuel C. Rowland, H. Clay Tunis, William Ferguson, Joseph Smith.

General Office.—Care of Baltimore Traction Co., Baltimore, Md.

Date of information, Apr., 1897. a z

Lake Roland Elevated Railway Co.—Chartered 1892. This is a consolidation in Apr., 1892, of the North Avenue Ry. Co. and the Baltimore, Hampden & Lake Roland R. R. Co. This property was sold in Jan., 1895, to the City & Suburban Ry. Co., which assumes its funded debt.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. consolidated gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Sept. 1, 1892, due 1942; denom. $1,000; int. payable Mar. and Sept. at office of Baltimore Trust & Guarantee Co., trustee of mortgage. The principal and interest of these bonds are unconditionally guaranteed by the City & Suburban Ry. Co.

Officers.—Same as City & Suburban Ry. Co.

References.—Description of road, Vol. VIII, Dec., '92, p. 733 (ill.); Vol. X, Feb., '94, p. 92 (ill.); increase of bonds, Vol. IX., July, '93, p 490.

Date of information, Apr., 1896.

The Pikesville, Reisterstown & Emory Grove Railroad Co., of Baltimore County.

Capital Stock, authorized, $250,000, issued, $200,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $250,000; coupon, but may be registered; dated Oct. 1, 1894, due 1934; int. payable Apr. and Oct., at office of Maryland Trust Co.. of Baltimore, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 12; gauge 5 ft. 4½ in.; 56 lb. T and girder rail; 24 motor cars; Ball & Wood engines, West dynamos and motors, Jackson & Sharp, American and Laclede cars.

Officers.—Pres. Henry A. Parr, V. Pres. & Gen. Man. Geo. R. Webb, Sec. & Asst. Gen. Man. R. Hyland Cox, Treas. J. Wm. Middendorf, Supt. & Elecn. Wm. Terry.

General Office, Owings Mills, Md.; branch office, 408 Equitable Bldg.. Baltimore.

Date of information, Apr., 1897. a z

Pimlico & Pikesville Railway Co.—Owned by the Baltimore Traction Co.

Funded Debt.—First mortgage bonds $350,000, all in trust to secure the collateral trust bonds of the Baltimore Traction Co.

Date of information, Apr., 1897. a z

Walbrook, Gwynn Oak & Powhatan Railway Co.—This road runs from Liberty Turnpike and Windsor Mill Road, near Walbrook, to Bull's Corner, and thence on the turnpike to and through Gwynn Oak Avenue to Powhatan. It is owned by the Baltimore Traction Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $100,000, issued, $82,000; coupon, but may be registered; dated June 1, 1894, due 1924; denom. $1,000; int. payable June and Dec., at office of the Baltimore Traction Co.; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Date of information, Apr., 1897. a z

BANGOR, ME.

Population in 1880, 16,856, in 1890, 19,103.

Bangor Street Railway Co.—Chartered Oct., 1889. This property is owned and operated by Public Works Co., which also owns and operates the property formerly owned by the Bangor Electric Light & Power Co., the Penobscot Water & Power Co., and the Brewer Water Co. These properties, with the Bangor Street Ry. Co., were consolidated June 1, 1891, by special legislative authority. The street railway runs in Bangor and to Brewer, a distance of 10.25 miles.

CAPITAL STOCK, of Public Works Co., apportioned to railway property, authorized and issued $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage (street railway company) bonds, authorized and issued, $200,000; dated Aug. 1, 1889, due 1909; int. 6 p. c. on $158,000, payable Feb. and Aug., and 5 p. c. on $42,000, payable Jan. and July; trustee of mortgage, International Trust Co., of Boston.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$45,038	$47,567	$50,938	$56,790	$58,071
Operating expenses	33,258	38,339	50,007	46,248	51,354
Earnings from operation	11,779	9,227	932	10,542	6,717
Deductions from earnings.					
Interest on bonds	11,670	11,580	11,580	11,580	12,000
Taxes			1,683	1,506	
Net income	109	*2,353	*12,331	*2,544	*5,283
Total surplus	1,795	*558	*12,889	*14,875	*7,827
Per cent. op. exp. to total receipts	73.8	80.5	99.9	81.5	88.3

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Main. way and structures.	$2,297	$ 2,009	$ 8,133	$ 4,548	$ 2,402
Main. of equipment	8,518	6,142	11,549	5,908	3,948
Conduct'g transportation.	20,336	10,584	16,096	18,470	22,431
General expenses	2,107	19,604	14,229	17,322	22,573
Total	$33,258	$38,339	$50,007	$46,248	$51,354

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	1,293,861
Car miles run	301,836
Gross receipts per car mile	$.192
Operating expenses per car mile	.171

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 30 cars, of which 27 are motor cars and 3 trail cars, 3 snow plows; Gen. Elec. dynamos and motors, Brill, Jones and Ellis cars.

OFFICERS.—Pres. F. M. Laughton, Sec., Treas. & Gen. Man. J. H. Cutler, Supt. W. H. Snow, Ch. Engr. J. G. Kimball.

DIRECTORS.—Frederick M. Laughton, James H. Cutler and C. F. Woodard.

Date of information, Apr., 1897. a b d z

Bangor, Orono & Oldtown Railway Co.

CAPITAL STOCK, authorized, $250,000, issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $125,000; dated 1895, due 1915; int. payable semi-annually.

OPERATION.—For the year ending Mar. 1, 1897, the company reported gross receipts as $65,000. The following report is for the year ending June 30, 1896.

Receipts from passengers	$55,766
" other sources	355
" total	56,121
Operating expenses	29,465
Earnings from operation	26,656
Deductions from earnings.	
Interest on funded debt	7,500
Taxes	150
Net income	19,006
Dividends paid	3,000
To surplus account	16,006

OPERATING EXPENSES.

Year ending June 30, 1896.	
General expenses	$ 5,741
Transportation expenses	20,827
Maintenance of roadway and buildings	1,588
" " equipment	1,309
Total	29,465

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	1,060,314
Car miles run	289,800
Total receipts per car mile	$.194
Operating expenses per car mile	.102

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$168,000	Capital stock	$125,000
Other permanent invest.	14,064	Funded debt	125,000
Cash assets	1,942		
Materials and supplies	3,000		
Profit and loss (deficit)	62,994		
Total	$250,000	Total	$250,000

PLANT AND EQUIPMENT.—Miles of track (electric), 15; 14 motor cars, 2 snow plows, 1 construction car.

OFFICERS.—Pres. & Gen. Man. A. F. Gerald, Sec. A. J. Durgin, Treas. I. C. Libby, Supt. Pur. Agt. & Elecn. I. L. Meloon.

DIRECTORS.—A. F. Gerald, of Fairfield, Me.; I. C. Libby, of Waterville, Me.; F. O. Beal, of Bangor, Me.; A. J. Durgin, of Orono, Me.; Elias Milliken, of Augusta, Me.; G. T. Sewell, of Oldtown, Me.

GENERAL OFFICE, Bangor.

Date of information, Apr., 1897. b z

BATH, ME.

Population in 1880, 7,874, in 1890, 8,713.

Bath Street Railway Co.—Chartered May 5, 1889, in perpetuity. Annual meeting in Aug.

CAPITAL STOCK, authorized, $300,000, issued $100,000, in treasury $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds authorized, $300,000, issued, $68,000, in treasury (see Note.), $232,000; dated July 1, 1893, due 1913, but payable at option of company after July 1, 1898; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—The bonds in the treasury may be issued for extensions or improvements.

Please note date of h report.

OPERATION.—Year ending June 30, 1894.	1895.	1896.
Receipts from passengers..... $16,200	$21,603	$20,948
" other sources..... ... 100	100	100
" total..... 16,300	21,703	21,048
Operating expenses..... 12,862	14,698	12,820
Earnings from operation..... 3,438	7,005	8,228
Deductions from earnings.		
Interest and taxes..... 2,500	3,400	3,619
Net income..... 938	3,605	4,609
Dividends paid.....	3,000	4,500
To surplus account..... ...	605	109
Total surplus account..... 938	1,543	1,652
Per cent. op. exp. to total receipts.... 78.9	67.8	60.9

DIVIDENDS.—In 1894, 3 p. c.; in 1895, 3 p. c.; in 1896, 4½ p. c.

OPERATING EXPENSES.

Year ending June 30, 1894.	1895.	1896.
Maintenance of way and structures....$ 643	$ 1,313	$ 1,270
Maintenance of equipment..... 1,238	1,615	1,239
Conducting transportation..... 9,648	10,755	9,663
General expenses..... 1,333	1,015	648
Total.....$12,862	$14,698	$12,820

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried.....	440,560
Car miles run.....	104,627
Total receipts per car mile.....	$.201
Operating expenses per car mile.....	.122

BALANCE SHEET.—Dated June 30, 1894.	1895.	1896.
ASSETS.		
Cost of road..... $70,604	$ 78,770	$78,770
Charter and franchises..... 89,396	89,396	89,396
Cash and current assets..... 2,198	2,510	3,112
Materials and supplies..... 834	604	580
Miscellaneous assets.....		2,394
Total.....$163,032	$171,280	$174,252
LIABILITIES.		
Capital stock.....$100,000	$100,000	$100,000
Funded debt..... 60,000	68,000	68,000
Current liabilities..... 2,094	1,736	4,600
Profit and loss (surplus)..... 938	1,543	1,652
Total.....$163,032	$171,280	$174,252

PLANT AND EQUIPMENT.—Miles of main line, 4.25, of sidings, .25, total track (electric), 4.50; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 motor cars; 1 snow plow, 1 construction car, 600 H. P. station plant, Ball & Wood engines, West., Gen. Elec. and Walker dynamos and motors, L. & F. and Newburyport cars, Bemis and Peckham trucks.

OFFICERS.—Pres. G. C. Moses, Sec. C. C. Low, Treas., Gen. Man. & Pur. Agt. F. H. Twitchell, Supt. C. E. Gahan, Ch. Engr. of Power Station, John Thurlow.

DIRECTORS.—G. C. Moses, F. H. Twitchell, F. H. Wilson, C. C. Low, C. H. Greenleaf.

Date of information, Apr.; 1897. a b z

BATON ROUGE, LA.

Population in 1880, 7,197, in 1890, 10,478.

Home Electric Co.

CAPITAL STOCK, authorized, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 48 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, St. Louis cars, Buckeye engines.

OFFICERS.—Pres. S. G. Laycock, V. Pres. C. J. Barrow, Sec. & Treas. W. J. Knox.

Date of information, Apr., 1897. z

BATTLE CREEK, MICH.

Population in 1880, 7,063, in 1890, 13,197.

Citizens' Street Railway Co.—Chartered as successor to Battle Creek Electric Ry. Co., which was sold under foreclosure of mortgage ($110,000) on May 29, 1894.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.2; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 13 cars, of which 9 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Loren N. Downs, of New York; V. Pres. H. P. Kauffer, Sec. & Gen. Man. Edwin E. Downs, Treas. Frederick N. Rowley (Kalamazoo), Supt. & Pur. Agt. F. I. Griswold, Elecn. Jas. Shaul.

GENERAL OFFICE, 215 Marshall St.

Date of information, Apr., 1897. z

BAY CITY, MICH.

Population of Bay City, West Bay City and Banks, in 1880, 27,701, in 1890, 41,622, in 1894 (local estimates), 43,000.

Bay Cities Consolidated Railway Co.—Chartered Mar., 1893, for 30 years. Annual meeting second Tuesday in Mar.

CAPITAL STOCK, authorized, $1,000,000, issued, $900,000; par value, $100 per share.

FUNDED DEBT.—Consolidated mortgage 6 p. c gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Mar. 1, 1893, due, 1918; denom. $1,000; int. payable Mar. and Sept., at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Second mortgage 6. p. c. bonds, authorized and issued, $50,000; dated Nov. 21, 1896; int. payable semi-annually at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$120,000 of consolidated mortgage bonds are held in escrow to retire a prior lien.

OPERATION.—Year ending Dec. 31, 1893.	1894.	1895.	1896.
Receipts from passengers..... $84,033	$80,338	$87,181	$87,329
" other sources..... 1,051	3,112	1,477	3,223
" total..... 85,084	83,450	88,658	90,552
Operating expenses..... 60,274	52,011	58,517	60,613
Earnings from operation..... 24,810	31,439	30,141	29,939
Deductions from earnings.			
Interest on bonds..... 22,000	30,000	30,000	
Taxes..... 2,600			
Net income..... 210	1,439	141	
Per cent. op. exp. to total receipts 70.8	62.3	66.0	66.9

PLANT AND EQUIPMENT.—Miles of main line, 25, of second track, 3, of sidings, 1, total track (electric), 29; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. T and tram rail; 7 horses, 35 cars, of which 30 are motor cars, and 5 trail cars; 680 H. P. station plant; Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors, Brill, American and Stephenson cars, McGuire trucks.

OFFICERS.—Pres. W. B. McKinley (Chicago, Ill.), V. Pres. R. S. Hunter (Philadelphia), Sec. Clint C. Rush, Treas. H. H. Norrington, Gen. Man. & Pur. Agt. S. L. Nelson, Asst. Gen. Man. W. R. Morrison, Supt. & Elecn. R. S. Ashe, Ch. Engr. of Power Station G. W. Cawkins.

DIRECTORS—W. B. McKinley, of Chicago; R. W. Clay, R. S. Hunter, F. Dundore, of Philadelphia, Pa.; James Davidson, Joseph Turner, of Bay City; H. H. Norrington, of West Bay City.

GENERAL OFFICE, Phœnix Bldg., Bay City, Mich.

Date of information, Apr., 1897. a d z

BEATRICE, NEB.

Population in 1880, 2,447, in 1890, 13,836.

Beatrice Electric Co.—This is the successor to the Beatrice Rapid Transit & Power Co., which was sold under foreclosure of mortgage on July 26, 1895.

CAPITAL STOCK, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds issued, $60,000; dated 1895, due 1915.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5, of road, 7.5; gauge, 4 ft. 8½ in.; 38 lb. and 52 lb. girder and T rail; 8 cars, of which 4 are motor cars and 4 trail cars; Ide engines, Short and West. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. John A. Horbach, V. Pres. John E. Smith, Sec. Albert S. Maxwell, Treas. Paul W. Horbach.

DIRECTORS.—John A. Horbach, John E. Smith, Albert S. Maxwell, Paul W. Horbach, Victor G. Lantry.

GENERAL OFFICE, corner Court and 6th Sts.

Date of information, Apr., 1897. z

BEAVER FALLS, PA.

Population in 1880, 5,104, in 1890, 9,724.

Beaver Valley Traction Co.—Chartered June 29, 1891, in perpetuity. Annual meeting first Monday in Feb. This company owns and operates under a 999 year contract the properties of the Beaver Valley Street Ry. Co., and the Central Electric Street Ry. Co. In Aug., 1896, the company took charge of and began operating the College & Grand View Electric R. R.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000; dated Aug. 8, 1891, due, July 1, 1911; denom, $1,000; int. payable Jan. and July, at office of Union Trust Co., Pittsburgh, trustee of mortgage.

Second mortgage bonds, issued, $37,000.

Please note date of information at end of each report.

OPERATION. Year ending Dec. 31.

	1893	1894.	1895.	1896.
Receipts from passengers	$[illegible]	$[illegible]	$35,218	$[illegible]
" other sources	[illegible]	[illegible]	1,715	1,[illegible]
" total	[illegible]	[illegible]	[illegible]	[illegible]
Operating expenses	[illegible]	[illegible]	[illegible]	[illegible]
Earnings from operation	[illegible]	[illegible]	21,557	31,004
Deductions from earnings:				
Interest on bonds	[illegible]	[illegible]	[illegible]	[illegible]
" " floating debt	4,541	[illegible]	4,[illegible]	4,713
Taxes	1,044	1,[illegible]	[illegible]	1,[illegible]
Net income	[illegible]	11,415	[illegible]	15,415
Total surplus account	[illegible]	21,[illegible]	[illegible]	[illegible]
P. c. operating to total receipts	[illegible]	[illegible]	[illegible]	[illegible]

OPERATING EXPENSES.

Year ending Dec. 31.	1893	1894	1895.	1896.
Transportation	[illegible]	[illegible]	[illegible]	[illegible]
Maintenance of way and equip	[illegible]	[illegible]	[illegible]	[illegible]
General expenses	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]

STATISTICS OF TRAFFIC.

Year ending Dec. 31	1894	1895.	1896.
Passengers carried	[illegible]	[illegible]	[illegible]
Car miles run	[illegible]	[illegible]	[illegible]
Total receipts per car mile	[illegible]	[illegible]	[illegible]
Operating expenses per car mile	[illegible]	[illegible]	[illegible]

BALANCE SHEET. Dated Dec. 31 1894 1895. 1896.

ASSETS

Cost of road and equipment	[illegible]	[illegible]	[illegible]
Cash assets	[illegible]	[illegible]	[illegible]
Bills receivable			[illegible]
Investments:			
B. V. S. R. stock	[illegible]	[illegible]	[illegible]
Other Elec. "	[illegible]	[illegible]	[illegible]
Real estate and bldgs	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]

LIABILITIES

Capital stock	[illegible]	[illegible]	[illegible]
Funded debt	[illegible]	[illegible]	[illegible]
Bills payable	[illegible]	[illegible]	[illegible]
Accounts payable	[illegible]	[illegible]	[illegible]
Profit and loss surplus	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]

Power and Equipment.—Miles of track operated, [illegible] gauge, [illegible] lb. T rail; [illegible] cars, of which [illegible] are motor cars and [illegible] trail cars; Baldwin engines; Sterling & Manning dynamos; Gen. Elec. and Wood dynamos and motors; Brill cars and trucks.

Officers.—Pres. J. M. Buchanan, Sec. W. P. McConnell, Treas. S. P. Shaw, Supt. & Elect. Engr. F. O. Mason.

Directors.—John M. Buchanan, Chalmers P. Simpson, John C. Wylie, J. K. Lewis, Dr. W. S. McConnell, Robert S. Kennedy.

General Office, Beaver Falls, Pa.

Date of information, Dec. 1897. a z

College & Grand View Electric Railroad Co. [illegible]

OPERATION. Year ending June 30. 1894. 1895. 1896.

Receipts from passengers	[illegible]	[illegible]	[illegible]
" other sources	[illegible]	[illegible]	[illegible]
" total	[illegible]	[illegible]	[illegible]
Operating expenses	[illegible]	[illegible]	[illegible]
Earnings from operation	[illegible]	[illegible]	[illegible]
Net income	[illegible]	[illegible]	[illegible]
Total surplus account	[illegible]	[illegible]	[illegible]
*Deficit			

OPERATING EXPENSES.

Year ending June 30.	1894.	1895.	1896.
General expenses	[illegible]	[illegible]	[illegible]
Transportation expenses	[illegible]	[illegible]	[illegible]
Maintenance of way and buildings	[illegible]	[illegible]	[illegible]
Repair shops	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]

BALANCE SHEET. Dated June 30. 1894 1895. 1896.

ASSETS

Cost of road and equipment	[illegible]	[illegible]	[illegible]
Cash	[illegible]	[illegible]	[illegible]
Bills	[illegible]		
Open accounts	[illegible]	[illegible]	[illegible]
Material and supplies	[illegible]	[illegible]	[illegible]
Profit and loss deficit	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]

Power and Equipment.—Miles of track operated, [illegible] gauge, [illegible] lb. T rail; [illegible] cars, of which [illegible] are motor cars and [illegible] trail cars; [illegible] engines; [illegible] dynamos and motors; [illegible] cars and trucks.

Officers.—Pres. [illegible], Sec. & Treas. [illegible], Supt. [illegible].

Directors.—[illegible].

General Office.—[illegible].

Date of information, [illegible]. a z

OFFICERS.—Pres. J. D. Sherwood, Sec. & Treas. W. P. McConnell, Supt. F. O. Mason.

DIRECTORS.—Robert S. Kennedy, John P. Sherwood, John M. Buchanan, W. R. Dunlap.

Date of information, Apr., 1897. b z

BELLEVILLE, ILL.

Population in 1880, 10,683, in 1890, 15,361, in 1896 (local estimates), 10,300.

Belleville Electric Railway Co.

CAPITAL STOCK, authorized $300,000, issued $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $[illegible], issued, $100,000; dated Jan. 1, 1894, due 1909; int. payable Jan. and July, at office of American Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 10 in.; 52 lb. and 66 lb. Johnson girder and 72 lb. Shanghai rail; 9 cars, of which 6 are motor cars and 3 trail cars; Russell engines, Gen. Elec. dynamos; rent power.

OFFICERS.—Pres. John A. Day, V. Pres. H. A. Kircher, Sec. & Treas. Geo. Gauss.

Date of information, Apr., 1897. a d z

BELLEVILLE, ONT.

Population in 1891, 9,914, in 1896 (local estimates), 10,300.

The Belleville Traction Co. (Ltd.)—Chartered to build an electric railway in Belleville.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; 40 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Poison Iron Works engines, Gen. Elec. dynamos and motors, Can. Gen. Elec. cars.

OFFICERS.—Pres. S. A. Lazier, V. Pres. S. S. Lazier, Sec. Treas. & Supt. R. E. Lazier, Ch. Engr. A. Berrage, Elecn. Jas. Campbell, Ch. Engr. of Power Station, J. Deadey.

GENERAL OFFICE, Campbell St.

REFERENCE.—Description of road (brief), Vol. XI, Sour., '95, p. 50.

Date of information, Apr., 1897. d z

BELLEVUE, N. Y.

Buffalo, Bellevue & Lancaster Railway Co.—Chartered Mar. 1, 1892, to construct and operate an electric railway between Buffalo and the villages of Lancaster, Bellevue and Depew. Annual meeting first Thursday in Mar.

CAPITAL STOCK, authorized and issued, $[illegible]: par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $[illegible], dated Jan. 1, 1893, due [illegible], int. payable Jan. and Dec.

Second mortgage 5 p. c. bonds, authorized and issued, $65,000; dated Jan. 1, 1896, due 1897, int. payable July and Jan.

OPERATION. Year ending June 30. 1894. 1895. 1896.

Receipts from passengers	$24,360	$[illegible]	$[illegible]
" other sources	[illegible]	215	163
" total	[illegible]	[illegible]	[illegible]
Operating expenses	[illegible]	[illegible]	[illegible]
Earnings from operation	[illegible]	[illegible]	[illegible]
Deductions from earnings:			
Interest on bonds	[illegible]	[illegible]	[illegible]
Taxes	[illegible]	[illegible]	[illegible]
Net income	[illegible]	[illegible]	[illegible]
Total surplus account	[illegible]	[illegible]	[illegible]
*Deficit			

OPERATING EXPENSES.

Year ending June 30.	1894.	1895.	1896.
General expenses	[illegible]	[illegible]	[illegible]
Transportation expenses	[illegible]	[illegible]	[illegible]
Maintenance of way and buildings	[illegible]	[illegible]	[illegible]
Repair shops	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]

BALANCE SHEET. Dated June 30. 1894 1895. 1896.

ASSETS

Cost of road and equipment	[illegible]	[illegible]	[illegible]
Cash	[illegible]	[illegible]	[illegible]
Bills	[illegible]		
Open accounts	[illegible]	[illegible]	[illegible]
Material and supplies	[illegible]	[illegible]	[illegible]
Profit and loss deficit	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]

Please note date of information at end of each report.

LIABILITIES.

Capital stock	$ 90,000	$ 90,000	$ 90,000
Funded debt	150,000	150,000	215,000
Accrued interest	875	1,150	2,172
Open accounts	2,579		
Loans		5,392	7,424
Accounts payable		4,598	2,793
Wages		1,009	
Conductors' and drivers' deposits		423	
Treasurer State of New York		179	
Contributed by sundry land companies on acct. of construction		97,834	56,081
Sundries			1,146
Profit and loss (surplus)	1,875		
Total	$245,329	$350,584	$375,156

PLANT AND EQUIPMENT.—Miles of track (electric), 15.62; gauge, 4 ft. 8½ in.; 45 lb. to 94 lb. T and girder rail; 23 cars, of which 12 are motor cars and 11 trail cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. H. W. Box, V. Pres. H. H. Littell, Sec. L. F. Messer, Treas. J. L. Williams, Supt. & Pur. Agt. R. E. Danforth, Ch. Engr. of Power Station, W. E. Davison.

DIRECTORS.—Henry W. Box, John L. Williams, H. H. Littell, H. M. Watson, Geo. S. Gatchell, John C. Conway, J. N. Snatcherd, David O'Day, L. F. Messer.

GENERAL OFFICE, Bellevue, N. Y.

Date of information, Apr., 1897. b d z

BENNINGTON, VT.

Population, in 1890, 3,971, in 1896 (local estimates), 7,000.

Bennington & Woodford Electric Railroad Co.

CAPITAL STOCK, authorized, $100 000, issued, $55,000.

FUNDED DEBT, authorized $200,000.

DIVIDENDS, in 1895, 12 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 62 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; 400 H. P. station plant, Armington & Sims engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars, Taylor trucks.

OFFICERS.—Pres. C. W. Crispill (Rondout, N. Y.), V. Pres., Gen. Man. & Pur. Agt. H. W. Martin, Sec. C. H. Mason, Treas. C. H. Martin, Elecn. Wm. B. Waldron.

DIRECTORS.—C. W. Crispill, Norman White, Amos Aldrich, H. W. Martin, C. H. Martin.

GENERAL OFFICE, Bennington, Vt.

Date of information, Apr., 1897. a d z

BENSON, NEB.

Benson & Halcyon Heights Railway Co.—This is a suburban road connecting with the Omaha Street Ry. Co.

PLANT AND EQUIPMENT—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 30 lb. T rail; 2 motor cars; West. motors; power is purchased from Omaha Street Ry. Co.

OFFICERS.—Pres. E. A. Benson, Gen. Man. J. B. Carmichael, Supt. J. A. Morgan.

Date of information, Apr., 1897. a z

BERKLEY, VA.

Population in 1890, 3,899.

The Berkley Street Railway Co.—Chartered Feb., 1888, in perpetuity. Annual meeting last Monday in Dec. It has been decided to electrically equip this road.

CAPITAL STOCK, authorized, $75,000, issued, $8,750; par value, $50 per share.

FUNDED DEBT, $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2, of road, 2; gauge, 4 ft. 8½ in.; 20 lb. and 42 lb. center bearing and T rail; 30 horses, 7 horse cars; Jones and Stephenson cars.

OFFICERS.—Pres. T. H. Synon, Sec., Treas. & Gen. Man. Wm. Tillotson.

DIRECTORS.—T. H. Synon, H. L. Page, Wm. Tillotson.

BRANCH OFFICE, 17 Granby St., Norfolk, Va.

Date of information, May, 1896.

BEVERLY, MASS.

Population in 1880, 8,456, in 1890, 10,821.

Beverly & Danvers Street Railway Co.—This road resumed operation on June 20, 1896.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100 per share.

FUNDED DEBT.—Coupon notes, 6 p. c., issued, $40,000; due Dec. 30, 1900.

OPERATION.—For period from June 20 to Sept. 30, 1896.

Receipts from passengers	$1,991
" other sources	5
" total	1,996
Operating expenses	1,958
Earnings from operation	38
Deductions from earnings.	
Interest	646
Taxes	44
Net defieit	652
Total deficit	4,481

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$21,192	$21,192	$24,005
" " equipment			3,000
" " land and buildings	2,979	2,979	2,979
Cash			908
Miscellaneous assets			17,993
Profit and loss (deficit)	2,505	3,450	4,481
Total	$26,676	$27,621	$53,366
LIABILITIES.			
Capital stock	$12,000	$12,000	$12,000
Funded debt			40,000
Loans and bills payable	14,676	15,621	
Current liabilities			722
Accrued "			644
Total	$26,676	$27,621	$53,366

PLANT AND EQUIPMENT.—Miles of track (electric), 4.43; 2 motor cars.

OFFICERS.—Pres. Elwin C. Foster, V. Pres. E. Francis Oliver, Clerk & Treas., Fred E. Smith, Supt. Henry C. Page.

DIRECTORS.—J. I. Baker, of Beverly, Mass., Elwin C. Foster, E. Francis Oliver, Bentley W. Warren, of Boston; Fred E. Smith, of Swampscott, Mass.; G. A. Tapley, of Danvers, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Apr., 1897. b z

BIDDEFORD, ME.

Population of Biddeford and Saco in 1880, 19,040, in 1890, 20,518.

Biddeford & Saco Railroad Co.—Chartered Feb. 19, 1887, in perpetuity. Annual meeting in July.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $90,000; dated, 1888 and 1892, due, 1908; int. payable Jan. and July, at office of First National Bank, Biddeford.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$15,729	$28,213	$24,219	$24,287	$25,461
Operating expenses	14,146	19,471	14,813	12,186	26 871
Earnings from op'n	1,583	8,742	9,406	12,101	* 1,410
Deductions from earnings.					
Interest on bonds	2,400	5,400	5,400	5,400	5,400
" floating debt	264	1,536	722	315	146
Taxes	146	143	269	200	
Deprec'n of horses	2,749				
Net income	*3,976	1,663	3,016	6,186	*6,956
Total deficit	9,929	8,266	6,245	1,059	8,015

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Maint. way and struct.	$ 594	$ 2,158	$ 1,773	$ 932	$14,056
" of equipment	473	1,215	2,187	914	540
Conducting transport'n.	8,932	12,016	8,251	7,948	9,389
General expenses	4,148	4,082	2,602	2,393	2,894
Total	$14,147	$19,571	$14,813	$12,186	$26,871

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	350,925
Car miles run	133,364
Gross receipts per car mile	$.191
Operating expenses per car mile	.202

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 67,246	$ 67,355	$ 67,355
" equipment	51,319	50,359	37,643
Cash assets	2,855	4,596	11,233
Sinking fund	5,900	7,700	
Land and buildings	12,649	12,646	27,455
Profit and loss (deficit)	6,245	1,059	8,014
Total	$146,215	$143,715	$151,700
LIABILITIES.			
Capital stock	$ 40,000	$ 40,000	$ 40,000
Funded debt	90,000	90,000	90,000
Other liabilities	16,215	13,715	21,700
Total	$146,215	$143,715	$151,700

PLANT AND EQUIPMENT.—Miles of track (electric), 6.03; gauge, 4 ft. 8 ½ in.; 35 lb. T rail; 22 cars, of which 11 are motor cars and 11 trail cars, 2 snow plows and 17 other vehicles; West. engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. E. H. Banks, Sec. Treas. & Gen. Man. Chas. H. Prescott, Ch. Engr. James Hunt, Jr., Gen. Supt. W. A. Worthing.

DIRECTORS.—E. H. Banks, Joseph Gooch, John F. Nourse, Charles H. Prescott, of Lowell, Mass.; Harry P. Garland, of Saco, Me.; Carlos Heard, of Biddeford, Me.; Charles B. Pratt, of Worcester, Mass.; Winthrop Coffin, of Boston, Mass.

GENERAL OFFICE, 154 Main St., Biddeford.

Date of information, Nov., 1896. b

BINGHAMTON, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Binghamton is in the southern central part of New York State, seven miles north of the Pennsylvania line, at the confluence of the Susquehanna and Chenango Rivers. It is the county seat of Broome County.

Suburbs.—The villages of Lestershire and Port Dickinson are connected with Binghamton by street railroad. Population 4,000.

Railroad Connections.—Binghamton is the terminus of the Syracuse & Binghamton R. R., the Utica & Chenango Valley R. R., and the Susquehanna division of the Delaware and Hudson Canal Co.'s R. R.. and is located midway between New York and Buffalo, on the trunk lines of the New York, Lake Erie & Western R. R., and the Delaware, Lackawanna & Western R. R. The above roads furnish direct connection with all parts of the country,

Manufacturing Interests.—A capital of nearly $10,000,000 is employed in the various manufacturing industries of the city, the principal productions being tobacco and cigars, parlor furniture, manufactured lumber, wholesale clothing, boots and shoes, carriages and wagons, and flour and grist mill products.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $490,000; 3 state banks, with capital and surplus of $379,070; 1 trust company with capital and surplus of $470,000. The total banking capital of the city is $1,339,070.

	1880.	1890.	Latest.
Population	17,317c	35,005c	45,000a
Area, in square miles			
Population per square mile			
Assessed Valuation.			
Real estate (60% actual value)			17,767,000b
Personal property			1,940,430b
Total	6,764,989c	18,146,244c	19,707,430b
" per cap	390	515	
***Municipal Debt**, net	299,500c	333,500	556,500b
" " per cap			
Tax Rate, per $1,000			14.39b
Manufacturing Interests.			
No. of establishments		702	
Capital invested		9,022,851	
" " per cap		258	
No. of employes		10,077	
Wages per annum		4,306,862	
Cost of materials		7,583,413	
Value of product		14,732,001	
Banking Capital			1.339,070b
" " per cap			

*Including water debt, deducting sinking fund. aLocal estimates. b1897. cCensus.

STREET RAILWAY SYSTEM—Descriptive.

Binghamton is a compact and thickly settled city, covering an area of about fourteen square miles. Its population density is about 2,500 inhabitants per square mile. The Susquehanna and Chenango Rivers divide the city into three sections (see map) between which there is constant necessity for travel. The street railway lines were operated by horses up to 1888, since which time they have been gradually rebuilt, extended and equipped by electricity until they now furnish an excellent service to every part of the city. There are several parks, public institutions and pleasure resorts in various parts of the city, some of which have been developed by the street railway company and furnish considerable patronage to its lines. The street railway mileage is controlled by a single company.

STREET RAILWAY SYSTEM—Present Companies.

Binghamton Railroad Co.—Chartered Aug. 22, 1892. Financial year ends June 30. This is a consolidation of the following companies originally operating in Binghamton:

Binghamton & Port Dickinson Ry. Co.	incorp.	1868
Washington Street & State Asylum R. R. Co.	"	1871
Park Avenue R. R. Co.	"	1882
Washington Street, Asylum & Park R. R. Co.	"	1887
Binghamton Central R. R. Oo.	"	1883
City Ry. Co.	"	1883
Court Street & East End R. R. Co.	"	1886
West Side Street Ry. Co.	"	1887
Binghamton Street R. R. Co.	"	1890

Capital Stock, authorized, $900,000, issued, $395,170; par value, $100 per share.

Funded Debt, $672,000 as follows:
First mortgage 5 p. c. gold bonds, authorized, $900,000, issued, $472,000, in escrow (see Note), $355,000, in treasury (see Note), $73,000; coupon, but may be registered; dated Sept. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of the Atlantic Trust Co., of New York, trustee of mortgage.

Note.—The mortgage or trust deed, dated Mar. 1, 1893, provides for an ultimate total issue of bonds of $900,000, of which $200,000 are placed in escrow with the trustee, to redeem the $200,000 of old bonds now outstanding on the property originally owned by the Binghamton Street R. R. Co., the present issue of new bonds being a first mortgage on all of the property of the consolidated lines, except the division originally known as the Binghamton Street R. R.

The proceeds of the next $250,000 of bonds were used for railroad purposes, and to pay for the land for the power house, erection of the same, and the building of car barns and other buildings, and for the general electric equipment of the old Binghamton & Port Dickinson division (which is regarded as possessing the most valuable franchises in the city) which division, at the time of the issue of these bonds, was free from encumbrances of any kind.

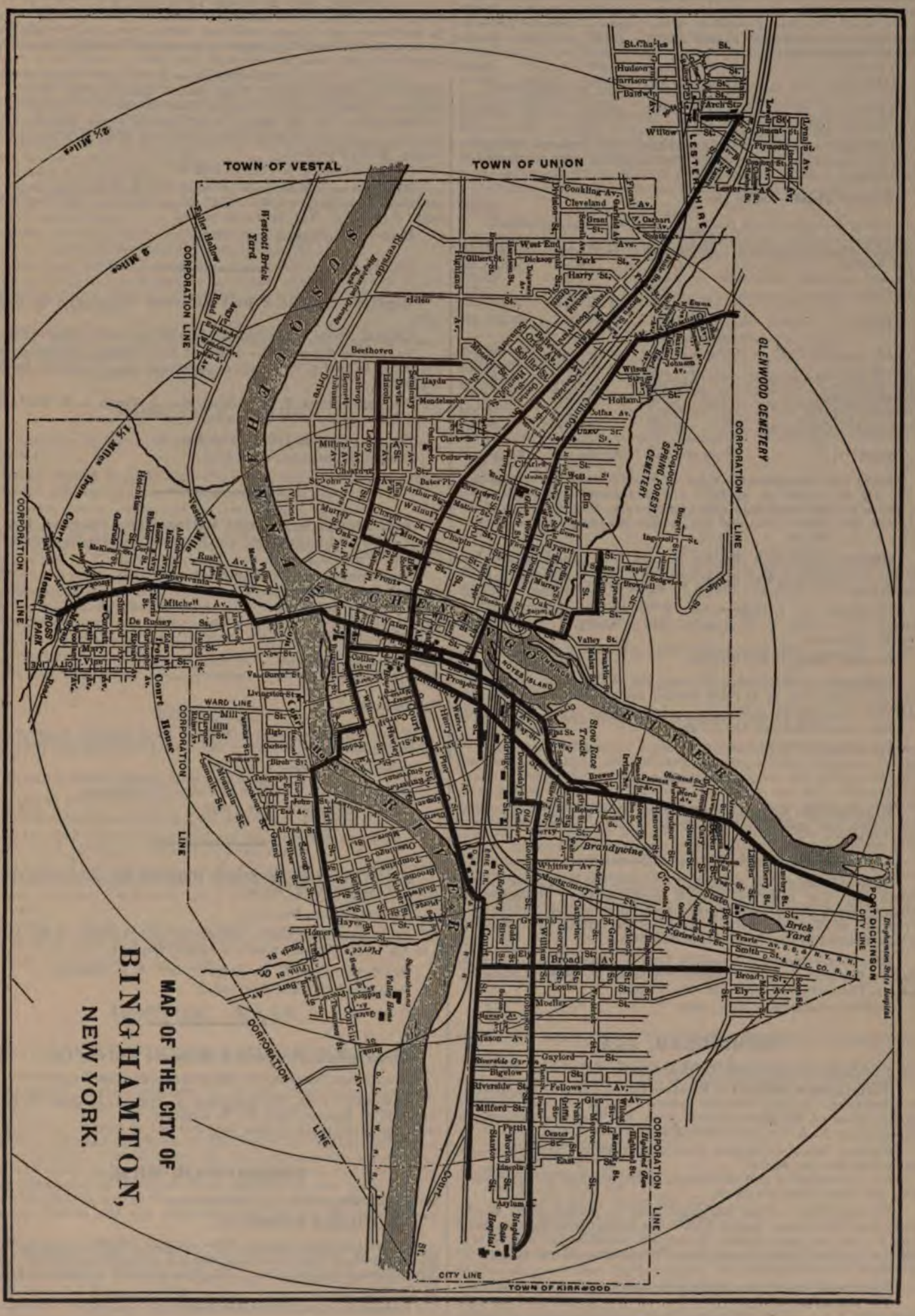
The next $150,000 of bonds were originally placed in escrow with the trustee, the proceeds thereof only to be used pro rata, upon certificates, satisfactorily showing to the trustee that in addition to the proceeds of the $250,000 of bonds above referred to, the Binghamton R. R. Co. had also expended in the construction, extension and betterment of its street railway plant, an amount equal to the face of the bonds desired to be withdrawn from escrow. These bonds have now been released from escrow, the company having complied with the conditions stated.

The remaining $300,000 were also placed in escrow with the trustee, for the sole purpose of reimbursing the Binghamton R. R. Co. for 85 per cent. of the actual cost of extension of track, hereafter constructed, together with the overhead wires and paving and necessary equipment; but none of said remaining $300,000 of bonds are to be issued unless the net earnings of the company, above operating expenses, shall be equal to at least 10 per cent. of the face amount of all bonds outstanding, including those proposed to be taken from escrow. It was provided, however, that bonds not to exceed the amount of $100,000 might be taken from escrow, for the purpose of paying for the property of the Court Street, East End and West Side Street R. R. Cos., purchased by the Binghamton R. R. Co., and for rebuilding, equipping and extending the same; but the amount so issued was not to exceed the actual net cost of said property to the Binghamton R. R. Co., and in case such cost should exceed $100,000, no more than $100,000 of bonds shall be issued to pay therefor. These bonds, $100,000, have also been issued.

The mortgage expressly provides for the cancellation of $100,000 of bonds at the rate of $5,000 per annum for ten years beginning Mar. 1, 1903, and at the rate of $10,000 per annum for five years beginning Mar. 1, 1918, all bonds required for the sinking fund to be drawn by lot from the bonds outstanding at the time.

Franchises.—In addition to the old and valuable charters originally granted (N. Y. R. R. laws of 1850, and special legislature acts) to its constituent companies, the Binghamton R. R. Co., secured in 1892 consolidated franchises and contracts granted by ordinance of the City Council, passed Mar. 28, 1892, and legalized by special act of the Legislature. (See chapters 231, 259, 425, laws of 1893.) The franchises are practically exclusive (see chapter 501, laws of 1868) and perpetual. They permit street railway operation in the City of Binghamton and in the villages of Port Dickinson and Lestershire.

Please note date of information at end of each report.



MAP OF THE CITY OF
BINGHAMTON,
NEW YORK.

Operation.—Year ending Dec. 31.

	1893.	1894.	1895.	1896.
Gross receipts	$57,073	$59,358	$121,060	$127,257	$144,502
Operating expenses	39,046	57,011	69,681	73,504	90,855
Earnings from operation	18,028	12,347	52,389	53,753	53,737
Deduct from earnings:					
Taxes	3,287	1,573	3,026	3,287	3,938
Interest	12,000	13,764	27,125	12,000	15,225
Net income	13,731	28,009	22,237	18,466	24,574
P. c. op. exp. to op. rec.	59	57	57	58	56

Dividends.—20 p. c. in stock dividends were declared during the first two years, the company's net income having been reinvested in the property.

Balance Sheet.—Dated Dec. 31.

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$1,056,386	$1,091,253	$1,217,697
Cash assets	1,877	4,543	355
Bills and accounts receivable	8,242	3,019	29,068
Supplies	3,106	3,010	3,818
Total	$1,069,211	$1,101,325	$1,251,478
LIABILITIES.			
Capital stock	$ 325,270	$ 325,470	$ 395,170
Funded debt	543,000	630,000	672,000
Bills payable	161,202	99,873	38,755
Accrued interest	3,000	3,000	3,000
Accounts payable	3,765	3,482	16,478
Profit and loss (surplus)	32,034	40,500	66,075
Total	$1,069,211	$1,101,325	$1,251,478

Plant and Equipment.—Miles of track (electric), 28.75; gauge, 4 ft. 8½ in.; 35 lb. to 94 lb. T and girder rail; 5 horses, 33 cars, of which 20 are motor cars and 13 trail cars; Ball & Wood, C. G. engines, Gen. Elec. dynamos and motors, Stephenson and Laclede cars.

Officers.—Pres. G. T. Rogers, V. Pres. J. B. Landfield, Sec. Jos. M. Johnson, Treas. J. B. Rogers, Gen. Man. Supt. & Pur. Agt. J. P. B. Clark, Ch. Engr. of Power Station H. R. Bowen, Elect. C. D. Brown.

Directors.—G. T. Rogers, Geo. W. Dunn, J. B. Landfield, C. J. Knapp, P. P. Ross, T. S. Rogers, Geo. Whitney, J. P. B. Clark, Jos. M. Johnson.

General Office, Power Station.

References.—Description of road, Vol. VIII, Sept., '92, p. 542. Vol. XI., Feb., '95, p. 81 (ill.); annual report, Vol. X, June, '94, p. 411; Vol. X, Sept., '94, p. 600.

Date of information, Apr., 1897. a d z

For map of road see page 25.

Binghamton, Lackawaxen & Union Railway Co.—Chartered Nov., 1894, and leased to Binghamton R. R. Co. for 30 years from Jan. 1, 1896.

Capital Stock, authorized, $250,000, issued, $123,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $125,000; dated June 1, 1895, due 1925; int. payable June and Dec., at office of the Atlantic Trust Co., of New York; trustee of mortgage, Binghamton Trust Co., of Binghamton. The principal and interest of these bonds are guaranteed by the Binghamton R. R. Co.

Directors.—Jerome B. Landfield, Geo. W. Dunn, John P. B. Clark, George Whitney, John B. Rogers, Frederick P. Ross, Charles J. Knapp, Theodore S. Rogers, Jos. M. Johnson.

Date of information, Apr., 1897. a z

BIRMINGHAM, ALA.

Population in 1880, 3,086, in 1890, 26,187.

Birmingham Railway & Electric Co.—Chartered May 5, 1893, in perpetuity. Annual meeting second Tuesday in Dec. This is a consolidation of the Birmingham Union Ry. Co., the Bessemer & Birmingham R. R. Co. and the Ensley Ry. Co.

CAPITAL STOCK. Common stock, authorized and issued, $500,000; par value, $100 per share.

6 p. c. cumulative preferred stock, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT. First mortgage 5 p. c. coupon gold bonds, authorized, $1,250,000, issued, $1,160,000, outstanding, $990,000; dated July 2, 1894, due 1924; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co. of New York; trustee of mortgage, Birmingham Trust & Savings Co.

NOTE. All underlying bonds have been called in and cancelled.

The mortgage deed provides that on Jan. 1, 1900, and annually thereafter, 1 p. c. of the entire bond issue shall be passed to a sinking fund for retirement of bonds.

The unissued first mortgage bonds now in the treasury may be sold at the discretion of the board of directors.

PLANT AND EQUIPMENT.—Miles of track, 51, operated by steam, 28 by electricity, 23.5, by horses 1.5; gauge, 4 ft. 8½ in.; 40 lb. to 58 lb. T and girder rail; 3 miles, 108 cars, of which 28 are horse cars, 34 are motor cars, 39 are trail and steam cars, and 7 freight cars, 15 locomotives; Gen. Elec. motors; power furnished by Electric Light Co.

OFFICERS.—Pres. A. M. Shook, 1st V. Pres. R. Jemison, 2d V. Pres. W. A. Walker, Sec. & Treas. Jas. A. Straton, Gen. Man. J. B. McClary, Elect. George H. Harris, Mast. Mech. H. W. English.

DIRECTORS.—A. M. Shook, P. G. Shook, Percy Warner, G. B. McCormack, Robert Jemison, Geo. L. Morris, Wm. A. Walker, B. F. Roden, R. H. Pearson.

GENERAL OFFICE, 303 North 20th St.

REFERENCES.—Description of road, Vol. X, Nov., '94, p. 34; description of parks (brief), Vol. XIII, Mar., '97, p. 153 (ill.); operating detail (brief), Vol. XII, Sept., '96 p. 329.

Date of information, Apr., 1897. a z y

Highland Avenue & Belt Railroad Co.—Chartered May 5, 1887.

CAPITAL STOCK, authorized, $1,000,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (steam), 28; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 13 passenger cars, 7 engines; Baldwin engines.

OFFICERS.—Pres. F. M. Billing, Sec. & Treas. L. P. Worl, Gen. Man. & Pur. Agt. G. M. Williams.

GENERAL OFFICE, 15th St. and Ave. E.

Date of information, Apr., 1897. a d z

East Birmingham Street Railroad Co.—Chartered Feb. 25, 1889. This road was sold in Feb., 1895, to Columbia Equipment Co., of New York.

OPERATION.—195 days ending Dec. 31, 1896.

Receipts from passengers	$4,836
" other sources	216
" total	5,052
Operating expenses	3,706
Earnings from operation	1,346
Receipts from sale of old material	1,312
Net receipts	2,658

PLANT AND EQUIPMENT.—Miles of track (steam), 7; gauge, 4 ft. 8½ in.; 30 lb. T rail; 11 cars, 3 dummies; Porter engines, Brill cars.

OFFICER.—Receiver A. Latady.

GENERAL OFFICE, 18 Steiner Bldg., Birmingham.

Date of information, Apr., 1897. a d z

North Birmingham Street Railroad Co.—Chartered Dec. 6, 1886. Leased to V. T. Brown.

CAPITAL STOCK, $65,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 5.75; gauge, 4 ft. 8½ in.; 36 lb. rail; 8 cars, 4 dummy engines.

OFFICERS.—Pres. E. M. Tutwiler, Sec A. C. Johnson.

Date of information, Apr., 1897. z

Birmingham, Powderly & Bessemer Railway Co.

PLANT AND EQUIPMENT.—Miles of track (steam), 13.

OFFICERS.—Pres. B. B. Corner, V. Pres. T. H. Bemrus, Sec. & Treas. E. F. Ensleu, Supt. W. T. Kennedy.

Date of information, Apr., 1897. a z

BIRMINGHAM, MICH.

Population in 1880, 733, in 1890, 899.

The Oakland Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric) 12; gauge, 4 ft. 8½ in.; 56 lb. T rail; 10 cars, of which 4 are motor cars and 6 trail cars; Phœnix engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Sec. S. Headire, Supt. John Savage.

Date of information, Mar., 1897. d

Please note date of information at end of each report.

BLOOMINGTON, ILL.

Population in 1880, 17,180, in 1890, 20,484.

The Bloomington City Railway Co.—Chartered 1888.

CAPITAL STOCK, authorized and issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage bonds, authorized and issued, $50,000; dated Sept. 1, 1888; due 1908; int. payable Mar. and Sept., at office of Guaranty Trust Co., of Philadelphia.

Consolidated mortgage 5 p. c. bonds, authorized, $400,000, issued $200,000, in escrow (see Note), $200,000; dated 1889, due Sept. 1, 1908; denom. $1,000; int. payable Mar. and Sept., at office of Guaranty Trust Co., of Philadelphia, trustee of mortgage.

Bloomington & Normal Horse Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $100,000; dated June 1, 1887, due 1897; int. payable semi-annually.

Bloomington & Normal Horse Ry. Co.'s second mortgage bonds, authorized and issued, $100,000; dated July 1, 1887, due 1897; int. payable semi-annually.

NOTE.—$200,000 of the consolidated mortgage bonds are held in escrow to retire the two prior liens above described.

PLANT AND EQUIPMENT.—Miles of track (electric), 11, of road, 11; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 25 cars, of which 20 are motor cars and 5 trail cars; Buckeye engines, West. dynamos and motors, St. Louis cars.

OFFICERS—Pres. & Treas. W. H. Patterson, V. Pres. & Sec. H. S. McCurdy, Supt. W. A. Irwin, Elecn. D. Barclay, Ch. Engr. of Power Station, C. Marquardt.

Date of information, Apr., 1897. a d z

BOISE CITY, IDAHO.

Population in 1880, 1,896, in 1890, 2,311, in 1895 (local estimates), 8,000.

Boise Rapid Transit Co.—Chartered and municipal franchise granted in 1890 for 50 years. Annual meeting in Sept.

CAPITAL STOCK, authorized, $200,000, issued, $54,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; 40 H. P. station plant; Gen. Elec. dynamos and motors, Brill cars and trucks; water power.

OFFICERS.—Pres. Geo. Aineslie, V. Pres. D. Arnold, Sec. J. Spoffard, Treas. Pur. Agt. & Gen. Man. G. D. Ellis, Elecn. C. Hutchison.

DIRECTORS.—Geo. Aineslie, John Lemp, D. Arnold, M. E McCarty, Geo. W. Russell, J. Spoffard, Geo. D. Ellis, J. B. Broadbent.

GENERAL OFFICE, Main and 7th Sts.

Date of information, Apr., 1897. z

BOONE, IA.

Population in 1880, 3,330, in 1890, 6,518, in 1896 (local estimates), 10,500.

Boone Electric Street Railway & Light Co.

CAPITAL STOCK, $200,000.

FUNDED DEBT, authorized, $125,000, issued, $60,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft. 8½ in.; 40 lb. steel rail; 13 horses, 3 horse cars.

ELECTRIC LIGHTING PLANT.—1 West. dynamo, 1250 lights, 1 Edison dynamo, 1850 lights, 1 Edison dynamo, 450 lights, 1 Standard arc dynamo, 50 lights; 3 boilers of 125 H. P. each; 2 West. engines of 175 H. P. each.

OFFICERS.—Pres. L. W. Reynolds, V. Pres. D. N. De Tar, Sec. Gen. Man. & Supt. S. T. Stanfield, Treas. C. E. Rice.

Date of information, Apr., 1897. z

BOSTON, MASS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Boston is situated on the eastern central coast of Massachusetts, at the confluence of several rivers with Massachusetts Bay. It is the county seat of Suffolk County.

Suburbs.—Boston is the heart of one of the richest and most beautiful residential and business districts in the United States. A large proportion of its business men find homes in the surrounding cities and towns within a radius of thirty miles from the city proper. From twenty-five to thirty of these, ranging in size from 1,000 to 60,000 inhabitants, are within ten miles of the Massachusetts State House at Boston, and are connected with Boston by street railway lines.

Population.—The population of Boston proper in 1880 was 362,839, and in 1890, 448,477, an increase of 24 per cent. The population of twenty-six cities, townships, and villages in the immediate neighborhood of Boston in 1880 was 272,878, and in 1890, 400,263, an increase of 47 per cent. The total present population of the city and suburbs is approximately 900,000.

Railroad and Steamship Connections.—Boston is the terminus of a widely ramifying railway system, which includes the New York, New Haven & Hartford R. R., the Boston & Albany R. R., the Fitchburg R. R., the Boston & Maine R. R. and the Boston, Revere Beach & Lynn R. R. The railroad system of Massachusetts has probably reached a higher state of development than that of any single state in the Union. Direct lines of steamships connect Boston with Europe, the West Indies and the principal ports of the Atlantic coast.

Manufacturing and Commercial Interests.—A capital of about $118,000,000 is employed in the various manufacturing industries of the city, the principal productions being clothing, furniture, musical instruments, cordage and twine, confectionery, coffee and spices, rubber and elastic goods, machinery, boilers, farm implements, type, boots and shoes, chemicals, fertilizers, heating apparatus. Boston is the metropolis of the New England States, and has a large foreign and domestic trade in boots and shoes, wool, fish, ice, dry goods and sugar.

Banking Capital.—There are now (1897) 60 national banks with a combined capital and surplus of $69,381,725: 14 trust companies, with capital and surplus of $12,386,863. The total banking capital is $81,768,588.

	1880.	1890.	Latest.
Population	362,839c	448,477c	494,205a
Assessed Valuation.			
Real estate $	437,370,100	619,990,275	770,261,700b
Personal property $	202,092,395	202,051,525	210,990,726b
Total $	639,462,495	822,041,800	981,252,426b
" per cap $	1,762	1,833	.....
***Municipal Debt**, net $	28,244,018	28,175,496	40,693,353a
" " per cap $	79	63	.....
Tax Rate, per $1,000 $	15.20	13,30	12.90b
Manufacturing Interests. c			
No. of establishments	3,665	7,915	.....
Capital invested $	47,348,384	116,644,490	.....
" " per cap $	130	260	.....
No. of employes	59,213	90,198	.....
Wages per annum $	24,924,009	54,636,695	.....
Cost of materials $	81,688,160	104,631,879	.....
Value of product $	130,531,993	208,104,683	.....
Banking Capital $	.....	.....	81,768,588d
" " per cap $	.....	.....	.....

* Including water debt, deducting sinking fund. a 1895. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

The street railways of Boston form one of the largest and most complete municipal and suburban transportation systems in the world. The lines radiate in all directions from the congested business heart of Boston to the suburban towns, ten and fifteen miles away. Pressure upon the facilities is even now so great as to make the rapid transit problem in Boston one of peculiar difficulty and importance. The surface lines carry nearly 150,000,000 passengers per annum, in addition to which the steam railways entering Boston have a most important and valuable suburban traffic amounting to nearly or quite 60,000,000 passengers per annum. Prior to 1888 the street railways of Boston and vicinity were operated entirely by horses, but since that time the lines have nearly all been converted to the overhead electric system. There are two principal systems as follows:

West End Street Ry Co. operates	296 miles.
North Shore Traction Co.	
Lynn & Boston R. R. Co. operates	156 "
Total	452 "

STREET RAILWAY SYSTEM.—Present Companies.

West End Street Railway Co.—Chartered, Feb. 1, 1887. Annual meeting in Nov. This is a consolidation of the following companies:

Metropolitan R. R. Co.
Boston Consolidated Street Ry. Co.,
  Highland Street Ry. Co.
  Middlesex R. R. Co.
South Boston R. R. Co.
Cambridge R. R. Co.
  Charles River Street Ry. Co.
  Arlington Horse R. R. Co.
Suburban Street Ry. Co.

Capital Stock.—Common stock, authorized, $10,000,000, issued, $9,085,000; par value, $50 per share.

8 p. c. preferred stock, authorized and issued $6,400,000; par value, $50 per share.

Funded Debt.—$9,005,000, as follows:

[illegible] ... paid regular semi-annual dividends of 3½% per annum since [illegible] ... [illegible] ... [illegible] ...

Rugg, Audr. H. L. Wilson, Pur. Agt. H. F. Woods, Mast. Mech. & Ch. Engr. C. F. Baker.

Directors.—Samuel Little, G. T. W. Braman, Wm. Hooper, Albert C. Houghton, Henry D. Hyde, Samuel Spencer, Walter S. Swan, Alfred Winsor, T. Jefferson Coolidge, Joseph B. Russell, Richard M. Saltonstall, Stephen M. Weld, Moses Williams.

General Offices, 81 Milk Street.

References.—Description of road, Vol. XI, Apr., '95, p. 267 (ill.); Vol. VIII June, '92, p. 353; description of power plant, Vol. VI, Jan., '90, p. 2 (ill.); description of central power plant. Vol. VIII, Sept., '92, p. 516 (ill.); description of East Cambridge power plant, Vol. VIII, Oct., '92, p. 574 (ill.); increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. X, Mar., '94, p. 213; annual report Vol. VII, Dec. '91, p. 698; Vol. VIII, Jan., '92, p. 21; Vol. VIII, Dec., '92, p. 771; Vol. X, Jan., '94, p. 28; Vol. X, Dec., '94, p. 777; notes, Vol. VI, Aug., '90, p. 400; Vol. VII. Feb., '91, p. 91; Vol. VII, May, '91, p. 223 (ill.); Vol. VII, July, '91, p. 371; diagram, Vol. VI, Feb., '90, p. 90 (ill.); general information, Vol. VIII, Oct., '92, p. 605 (ill.); description of repair shop, Vol. XII, Feb., '96, p. 95 (ill.); description of power plant, Vol. XII, Mar., '96, p. 177 (ill.); description of car house, Vol. XII, Apr., '96, p. 249 (diagrams); description of road (brief), Vol. XII, Oct., '96, p. 606.

Date of information, Apr., 1897. a z

Malden & Melrose Railroad Co.—Chartered June 6, 1856.

Lease.—On March 31, 1862, this road was leased to the Middlesex R. R. Co. for a term of fifty years from the date of its charter. The lessees agreed to pay the interest on the mortgage bonds [afterwards $75,000] and to pay the bonds at maturity; and after deducting from the net profits from running their road, together with the several roads they operate, the sum of 9 per cent. per annum, then to pay the balance of said net profits to the company until the same should equal an annual dividend of 8 per cent. on 1,655 shares of capital stock. Nothing was ever paid to the company under this lease. The road came into the possession of the Middlesex R. R. Co., under a second mortgage. By reason of the various consolidations in Boston the road has been successively controlled and operated by the Middlesex R. R. Co., the Boston Consolidated Street Ry. Co. and the West End Ry. Co., which is now in possession. The company's franchises have been revoked, but it is still a corporate body, and will remain so until dissolved by the courts.

Capital Stock, authorized, $200,000, issued, $165,000; par value, $100 per share.

General Office, 81 Milk St., Boston.

Date of information, Apr., 1897. a z

Somerville Horse Railway Co.—Chartered May 29, 1857.

Lease.—This road was originally leased to the Middlesex R. R. Co. and the Union Ry. Co. for 6 per cent. per annum on its capital stock net, all taxes to be paid by lessees. This lease has been transferred through various consolidations to the West End Ry. Co., by whom it is now operated and which pays into its treasury $9,180 per annum rental.

Capital Stock, authorized and issued, $153,000; par value, $50 per share.

Mileage, of track, 9.26.

General Office, 81 Milk St., Boston.

Date of information, Apr., 1897. a z

North Shore Traction Co.—Chartered 1892, under the laws of the State of New Jersey. This company was organized for the purpose of controlling various street railway properties through ownership of stock, and is not an operating company. The dividends upon its stock are derived from the earnings of the operating companies which it controls.

The company owns the entire stock of the Lynn & Boston R. R. Co. (which see for report of operations), and also bonds and stocks of other street railway companies.

Capital Stock.—Common stock, authorized and issued, $4,000,000; par value, $100 per share.

Preferred stock, authorized and issued, $2,000,000; par value, $100 per share. Conditions of preference, 6 p. c., cumulative dividends, stock redeemable at 105 and accrued dividends. Registrars of stock, Manhattan Trust Co., of New York.

Funded Debt.—None.

Dividends.—In May, 1895, the arrears of dividends on the preferred stock amounting to 12 p. c. were paid, and since that time the regular semi-annual dividend of 3 p. c. has been paid on the preferred stock.

Balance Sheet.—Dated Oct. 1, 1896.

Assets.		Liabilities.	
Property and invsts...	$5,823,174	Common stock.....	$4,000,000
Due from Lynn & Boston R. R. Co., payable from future net earnings.....	177,100	Preferred stock.....	2.000,000
		Profit and loss (surpl's)	79,353
Bonds owned, (par value, $40,500).....	30,500		
Accounts receivable...	31,481		
Deposit with Old Colony Trust Co. to guarantee retirement by Lynn & Boston R. R. Co. of outstanding Lynn & Boston firsts (mortgage discharged), due May 15, 1900...	15,321		
Cash on hand.....	1,777		
Total.....	$6,079,353	Total.....	$6,079,353

Officers.—Pres. C. M. Wicker, V. Pres. & Treas. Frederick Strauss, Sec. G. Richard Nicholas.

Directors.—Isaac N. Seligman, Emanuel Lehman, Frederick Edey, Cornelius C. Cuyler, James W. Henning, Frederick Strauss, Cassius M. Wicker, of New York; Edward W. Clark, Jr., John P. Ilsley, of Philadelphia; Gordon Abbott, of Boston; Chas. C. Howard of Plainfield, N. J.

General Office, Camden, N. J. New York office, 15 Wall St.

References.—Financial report, Vol. IX, Aug, '93, p. 559; description of road (brief), Vol. XII, Oct., '96, p. 606.

Date of information, Apr., 1897. a z

For map of road, see page 30.

Lynn & Boston Railroad Co.—Chartered Apr. 6, 1859. Annual meeting second Wednesday in Nov. The Naumkeag Street Ry. Co., of Salem, the Lynn Belt Line Street Ry. of Lynn, and the Essex Electric Street Ry. Co., of Salem were consolidated with this company in 1892.

The company's lines are situated in the cities of Boston, Lynn, Everett, Chelsea, Woburn, Malden, Salem, Beverly and the towns of Marblehead, Swampscott, Danvers, Hamilton, Revere, Stoneham, Saugus, Wenham, Melrose, Peabody. The total population served (exclusive of Boston) is approximately 275,000.

Capital Stock, authorized and issued, $1,220,800; par value, $100 per share. The entire capital stock (except directors' stock) of this company is owned by the North Shore Traction Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,379,000, issued, $3,722,000, in escrow (see Note), $1,657,000: coupon, but may be registered; dated Dec. 1, 1894, due 1924; denom. $1,000; int. payable June and Dec., at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

LYNN & BOSTON R. R. CO.

First mortgage 6 p. c. bonds, $10,000; dated May 15, 1880, due 1900. $20,000 in cash was deposited with the trustee (Old Colony Trust Co.) to meet the principal and interest of the bonds, and the mortgage has been discharged.

5 p. c. debenture bonds, $100,000; dated May 15, 1884, due 1900.
5 p. c. debenture bonds, $50,000; dated May 15, 1885, due 1900.
5 p. c. debenture bonds, $100,000; dated Apr. 1, 1887, due 1907.
5 p. c. debenture bonds, $186,000; dated Mar. 1, 1892, due 1912.

NAUMKEAG STREET RY. CO.

First mortgage 5 p. c. bonds, $1,500; dated May 1, 1885, due 1900.

First mortgage 5 p. c. bonds, $215,000; dated June 1, 1886, due 1906; trustees of mortgage, Rufus H. Brown, et. al.

5 p. c. debenture bonds, $49,000; dated Apr. 1, 1887, due 1907.

First consolidated mortgage 5 p. c. bonds, $711,000; dated July 1, 1890, due 1910; trustee of mortgage, Manhattan Trust Co., of New York.

6 p. c. debenture bonds, $24,000; dated Sept. 1, 1890, due 1910.
6 p. c. debenture bonds, $10,000; dated July 1, 1891, due 1911.

LYNN BELT LINE STREET RY. CO.

First mortgage 5 p. c. bonds, $100,000; dated May 1, 1890, due 1910; trustee of mortgage, American Loan & Trust Co., of Boston.

ESSEX ELECTRIC STREET RY. CO.

First mortgage 6 p. c. bonds, $100,000; dated Jan. 1, 1891, due 1911; trustee of mortgage, Old Colony Trust Co., of Boston.

Note.—The amount of first mortgage bonds authorized by law and by vote of the stockholders is $5,500,000. The amount authorized by the Board of Railroad Commissioners and by the Board of Directors of the company is, as stated, $5,379,000.

The first mortgage bonds are a first lien upon all the property of the consolidated company except that formerly owned by the Lynn Belt Line Street Ry. Co., the Essex Electric Street Ry. Co. and the

WOBURN.
WINCHESTER.
STONEHAM
WAKEFIELD.
LYNNFIELD.
PEABODY.
DANVERS.
WENHAM.
HAMILTON.
MEDFORD.
MELROSE.
SAUGUS.
BEVERLY.
MALDEN.
LYNN.
EVERETT.
REVERE.
SALEM.
SWAMPSCOTT.
CHARLESTOWN.
CHELSEA.
MARBLEHEAD.
BOSTON.
E. BOSTON.
WINTHROP.
NAHANT.
EXPLANATION.
LYNN AND BOSTON R.R. TRACKS SHOWN THUS
WEST END ST. RAILWAY
WAKEFIELD & STONEHAM ST. RY.
CAR HOUSES.
POWER STATIONS.
St. Ry Journal
POPULATION OF CITIES AND TOWNS.
—CENSUS OF 1890.—
BEVERLY.....10821
CHELSEA.....27909
DANVERS.....7454
EVERETT.....11068
HAMILTON.....961
LYNN.....55727
LYNNFIELD.....787
MALDEN.....23031
MARBLEHEAD.....8202
MELROSE.....8519
NAHANT.....880
PEABODY.....10158
REVERE.....5668
SALEM.....30801
SAUGUS.....3673
STONEHAM.....6155
SWAMPSCOTT.....3193
WAKEFIELD.....6982
WENHAM.....886
WINTHROP.....2726
WOBURN.....13499
COMPILED MAP
LYNN AND BOSTON RAILROAD SYSTEM.
MARCH 1896.
Scale,
Total Population, 1890.....239,100
(Not including Boston.)
Increase since 1890.....50,000
Total Mileage.....156.8

Naumkeag Street Ry. Co., which were mortgaged by the three companies, respectively, prior to the acquisition thereof by the company. Provision is made in the first mortgage for retiring, by exchange of bonds or otherwise, all the bonds secured by said mortgages.

$1,657,000 of the first mortgage bonds are held in escrow to retire the outstanding bonds of the four constituent companies.

Dividends.—In 1887-8, 8 p. c. on $300,000; in 1889-90, 8 p. c. on $400,000; in 1891, 8 p. c. on $500,000; in 1892, 4 p. c. on $600,000, and 4 p. c. on $700,000; in 1893-4-5, 8 p. c. on $1,000,000, on Mar., 31, 1896, 4 p. c. on $1,100,000, on Sept. 30, 4 p. c. on $1,220,800.

Leased Roads.—The company operates the property of the East Middlesex Street Ry. Co. under a 99 year lease, from May 1, 1893, the property of the Winnisimmet R. R. Co. under a 999 year lease, dated 1880, the property of the Boston & Chelsea R. R. Co. under a 99 year lease, dated 1880, and the property of the Boston & Revere Electric Street Ry. Co., under a 99 year lease, dated 1895.

Operation.—The following operating report for 1892 is a consolidation of the reports of the four constituent companies, which were independent in that year, and, for 1893-4-5-6, of the consolidated property.

Year ending Sept. 30,	1892.	1893.	1894.	1895.	1896.
Rects. from pass.	$929,208	$1,121,366	$1,219,375	$1,364,804	$1,408,993
" other sources	11,572	15,287	19,035	16,585	16,929
" total	940,780	1,136,653	1,238,410	1,381,389	1,425,922
Operating exp.	724,059	748,494	746,304	784,392	838,329
E'rn'gs from op'n.	216,721	388,159	492,106	596,997	587,593
Deductions from earnings.					
Int. funded & fl't'g debt	94,911	224,977	277,660	282,983	287,315
Taxes	24,154	34,196	27,919	24,869	23,034
Rentals	25,604	33,148	73,450	83,829	91,537
Net income	72,052	95,838	113,077	205,316	185,707
Ex'ord'y deduct'ns from inc'me.			25,297	111,982	86,302
Div. paid, 8 p.c.	52,000	80,000	80,000	80,000	92,832
To surplus acct.	20,052	15,838	7,780	13,334	6,573
Total surp. acct.	132,240	77,748	85,529	89,221	89,180
P. c. op. exp. to total receipts	77	65.9	60.3	56.8	58.8

OPERATING EXPENSES.

Year ending Sept. 30,	1894.	1895.	1896.
General expenses	$ 98,179	$ 78,705	$ 94,103
Maintenance of roadway and bldgs	87,829	104,376	100,147
" " equipment	100,380	132,194	123,589
Transportation expenses	459,916	469,117	520,490
Total	$746,304	$784,392	$838,329

Balance Sheet.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Roadbed	$1,361,697	$3,257,296	$3,395,033
Electric line construction	255,439	333,893	360,510
Interest during construction	93,539	93,539	93,539
Other construction expenses	201,987	201,987	201,987
Purchase price other railways	2,678,416		
Rolling stock	201,173	325,136	395,351
Electric motor equipment	527,578	809,336	848,000
Horses		5,150	3,700
Other equipment	74,403	86,230	86,613
Real estate	272,515	464,122	467,617
Power stations and equipment	795,212	920,486	922,357
Cash	127,357	86,758	56,109
Bills and accts. rec	21,035	10,835	8,463
Materials and supplies	80,325	74,971	92,996
Unexp. ins. prem	11,640	19,096	11,875
Reconstn. and betterments		35,281	39,587
Boston & Revere Electric St.Ry. bonds redeemed			2,000
Total	$6,702,316	$6,724,116	$6,985,737
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,220,800
Funded debt	2,668,000	5,379,000	5,379,000
Bills payable	2,711,222		
Accounts payable	158		
Vouchers payable	80,851	84,053	97,520
Wages payable	15,083	16,471	17,914
Unpaid coupons	10,409	7,325	10,692
Unpaid dividends	39,992		
Rentals		3,805	3,805
Outstanding tickets	6,422	7,173	4,114
Employes' deposits	21,495	20,925	16,960
Accrued interest	36,203	82,176	82,262
" taxes	21,239	23,157	26,716
" rentals	5,713	10,810	29,140
Accident fund			7,634
Profit and loss (surplus)	85,529	89,221	89,180
Total	$6,702,316	$6,724,116	$6,985,737

CONTINGENT LIABILITIES.

Commission on sale of L. & B. bonds, payable from future net earnings..... $177,100

Plant and Equipment.

	Owned.	Leased.
Miles of main line	99.408	20.931
" second track	18.160	7.574
" sidings	7.015	2.665
" track total	124.583	31.170
" " operated by electricity	152.924	
" " " " horses	1.705	
" " " " horses and electricity	4.612	
" " " total	159 241	

Gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. tram, T and girder rail; 74 horses, 519 cars, of which 27 are horse cars, 447 are motor cars and 45 trail cars, 639 motors; 5,425 H. P. engines, 6,045 H. P. dynamos; Gen. Elec. dynamos and motors.

Officers.—Pres. Amos. F. Breed, V. Pres. & Clerk E. Francis Oliver, Treas. Chas. Williams. Gen. Man. Elwin C. Foster, Audr. F. E. Smith, Supts. J. R. Carrier, Chelsea Div.; F. C. Wilkinson, Lynn Div.; H. C. Page, Salem Div.

Directors.—Amos F. Breed, John S. Bartlett, Chas. H. Newhall, Elwin C. Foster, of Lynn; Chas. Williams of Wakefield; H. P. Moulton, of Salem; John H. Cunningham, of Chelsea; Bentley W. Warren, E. Francis Oliver, and Wm. Amory, 2d, of Boston; John P. Ilsley, of Philadelphia; C. M. Wicker, of New York.

General Office, 333 Union Street, Lynn.

References.—Description of road, Vol. XI, Apr., '95, p. 226 (ill.); description of Salem power plant, Vol. X, Jan., '94, p. 10 (ill.); increase of bonds, Vol. XI, Jan., '95, p. 95; annual report, Vol. VIII, Jan,, '92, p. 22; Vol. X, Jan.. '94, p. 78; notes, Vol. VII, Feb., '91, p. 91; Lynn Belt Line St. Ry. Co., Vol. VIII, Sept., '92, p. 483.

Date of information, Apr., 1897. a z

For map of road see page 30.

East Middlesex Street Railway Co.

Leased, on May 1, 1893, to the Lynn & Boston R. R. Co. for 99 years.

Capital Stock, authorized, $300,000, issued, $297,700; par value, $100 per share.

Funded Debt.—Debenture bonds, $125,000; int. 6 p. c.
Debenture bonds, $100,000; int. 5 p. c.

Plant.—Miles of track (electric), 18.3; gauge, 4 ft. 8½in.; 60 lb. and 90 lb. rail.

Officers.—Pres. A. F. Breed, Treas. & Clerk D. F. Sweetser.

General Office, 35 Congress St., Boston.

Date of information, Apr., 1897. a z

Boston & Revere Electric Street Railway Co.—Leased to the Lynn & Boston R. R. Co., on July 1, 1895, for 99 years.

Capital Stock, authorized and issued, $50,000; par value, $100.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $50,000; dated Feb. 1. 1890, due 1910, coupon, but may be registered; int. payable Feb. and Aug.

Plant.—Miles of track, 4.23, of road, 3.8; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 5 are motor cars and 9 trail cars.

Officers.—Pres. E. C. Foster, V. Pres. E. Francis Oliver, Treas. & Clerk, Chas. Williams.

Directors.—E. C. Foster, E. F. Oliver, Chas. Williams, M. Hoopes, Fred E. Smith.

General Office, Lynn, Mass.

Reference.—Annual report, Vol. VIII, Jan., '92, p. 23.

Date of information, Apr., 1897. a z

Winnisimmet Railroad Co.

Leased to and operated by the Lynn & Boston R. R. Co. for 999 years from 1880, at a rental of $3,000 per annum.

Capital Stock, authorized, $75,000, issued, $50,000; par value, $50 per share.

General Office, 31 State St., Boston, Mass.

Date of information, Apr., 1897. a z

Boston & Chelsea Railroad Co.—Chartered Apr. 29, 1854.

Lease.—This road is leased to and operated by the Lynn & Boston R. R. Co. Rental 6 per cent. on capital stock.

Capital Stock, authorized, $300,000, issued, $121,000; par value, $50 per share.

Please note date of information at end of each report.

Mileage, of track, 4.2.
General Office, 81 Milk St., Boston, Mass.
Date of information, Apr., 1897. a z

Norfolk Suburban Street Railway Co.

CAPITAL STOCK, authorized and issued, $187,500; par value, $100 per share.

FUNDED DEBT, 5 p. c. mortgage bonds, $75,000; due July 2, 1914.

OPERATION.—Year ending Sept. 30,	1895.	1896.
Receipts from passengers	$57,986	$94,711
" other sources	128	256
" total	58,114	94,967
Operating expenses	36,272	65,396
Earnings from operation	21,842	29,571
Deductions from earnings.		
Interest	5,213	5,042
Taxes	925	1,171
Other deductions	8,000	4,600
Net income	7,704	18,758
Dividends paid	4,500	10,313
To surplus account	3,204	8,445
Total surplus account	7,805	11,250
Per cent. dividends paid	6	6½

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 5,319	$10,931
Maintenance of way and buildings	4,050	9,002
" " equipment	1,929	4,474
Transportation expenses	24,974	40,989
Total	$36,272	$65,396

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	1,280,257	2,077,947
Car miles run	235,815	382,962
Total receipts per car mile	$.246	$.248
Operating expenses per car mile	.154	.171

BALANCE SHEET.—Dated Sept 30,	1895.	1896.
ASSETS.		
Cost of road and overhead const	$157,290	$203,618
" equipment	43,837	59,306
Land and buildings	21,811	12,411
Other permanent invest	855	
Cash	3,693	1,291
Bills and acc'ts payable	3,529	683
Trustee		13,500
Other assets	3,252	4,033
Total	$234,266	$294,842
LIABILITIES.		
Capital stock	$125,000	$187,500
Funded debt	75,000	75,000
Loans and bills payable	17,477	2,555
Interest	985	937
Special charges	8,000	
Account		5,055
Renewal account		8,000
Insurance fund		1,600
Sewer fund		3,000
Profit and loss (surplus)	7,805	11,250
Total	$234,266	$294,842

PLANT AND EQUIPMENT.—Miles of track (electric), 11.1; gauge, 4 ft. 8½ in.; 50 lb. T and 94 lb. girder rail; 29 motor cars; Gen. Elec. and West. dynamos and motors, Morse and other cars.

OFFICERS.—Pres. Jas. D. McAvoy, Sec. & Treas. Galen L. Stone, Supt. W. E. Geer.

DIRECTORS.—H. C. Delano, J. W. Chase, of Dedham, Mass.; G. L. Stone, of Brookline, Mass.; Jas. D. McAvoy, of Readville, Mass; E. N. Foss, J. H. Devolin, A. Raymond.

GENERAL OFFICE, Hyde Park, Mass. Treasurer's office, 87 Milk St., Boston, Mass.
Date of information, Apr., 1897. a z

Norfolk Central Street Railway Co.—This company commenced operating on Sept. 16, 1896.

CAPITAL STOCK, authorized and issued, $75,000.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$ 83,333	Capital stock	$ 75,000
" equipment	19,523	Loans and bills payable	54,167
Land and buildings	5,565	Profit and loss (surplus)	249
Other perm'nt property	16,501		
Cash and current assets	4,149		
Materials and supplies	345		
Total	$129,416	Total	$129,416

PLANT AND EQUIPMENT.—Miles of track (electric), 4.66; 11 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Francis Doane, Sec. & Treas. Thos. T. Robinson, Supt. John H. Jennings.

DIRECTORS.—J. R. Bullard, T. T. Robinson, J. W. Chase, H. D. Humphrey, H. C. Delano, F. F. Favor, of Dedham, Mass.; F. Doane, of Norwood, Mass.

TREASURER'S OFFICE, 417 John Hancock Bldg., Boston, Mass.
Date of information, Jan., 1897. b

Commonwealth Avenue Street Railway Co.—Chartered, 1895. Municipal franchise granted June, 1895. Annual meeting in Oct. The road is not yet completed.

Capital Stock, authorized, $65,000, paid in, $58,500.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized, $75,000, issued, $51,000; dated Feb. 1, 1896, due 1916; denom. $500; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

Operation.—For the period from Mar. 28, 1896, to Sept. 30, 1896.

Receipts from passengers	9,885
" other sources	295
" total	10,180
Operating expenses	12,525
Deficit from operation	2,345
Further deductions.	
Interest	1,179
Taxes	680
Net deficit	4,203
Total deficit	4,203

Balance Sheet.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$ 27,684	$ 68,539
Cost of equipment	1,750	25,766
Other permanent investments		5,740
Cash and current assets	1,196	2,794
Miscellaneous assets		645
Profit and loss (deficit)		4,203
Total	$30,630	$107,687
LIABILITIES.		
Capital stock	$28,130	$52,000
Loans and bills payable	2,500	
Funded debt		45,000
Current liabilities		9,632
Accrued "		1,055
Total	$30,630	$107,687

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 70 lb. rail; 14 motor cars.

Officers.—Pres. A. D. Claflin, Treas. L. D. Ahl, Supt. L. H. McLain.

Directors.—A. D. Claflin, Geo. A. Blaney, Wm. H. Coolidge, W. B. Phillips, of Newton, Mass.; Chas. H. Richardson, of Brookline, Mass.; L. D. Ahl, Wm. Claflin, of Boston, Mass.

General Office, 401-402 Exchange Bldg., 53 State St., Boston.
Date of information, Apr., 1897. a b z

BOUND BROOK, N. J.

The New York & Philadelphia Traction Co.—Chartered July 12, 1894, for 100 years. Annual meeting second Wednesday in Jan. This company owns franchises in Raritan, Somerville, Bridgewater Township, Bound Brook, South Bound Brook and Franklin Township in Somerset County, and Piscataway Township in Middlesex County, covering about 17 miles. The company also owns franchises from Bound Brook to Princeton. Construction work has been commenced, but the company has no railway in operation.

CAPTAL STOCK, authorized, $10,000,000, issued, $25,000.

FUNDED DEBT.—None yet issued.

OFFICERS.—Pres. N. B. Cox, V. Pres. John Blair MacAfee, Sec. & Treas. J. H. Darrah.

Please note date of information at end of each report.

DIRECTORS.—N. B. Cox, John Blair MacAfee, A. H. Hulshizer, B. J. Woodward, Fisher Dalrymple, J. H. Jones, A. R. Gandy, J. H. Darrah.

GENERAL OFFICE, Bound Brook, N. J,

Date of information, Apr., 1897. a

BOWLING GREEN, KY.

Population in 1880, 5,114, in 1890, 7,803, in 1896 (local estimates), 12,000.

Park City Railway Co.—Chartered 1886 in perpetuity; municipal franchise granted 1889 for 50 years. Annual meeting second Tuesday in Jan. This property was placed in the hands of a receiver in Dec., 1896.

CAPITAL STOCK, authorized, $200,000, issued, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, issued, $50,000; dated July 1, 1895, due 1915; denom. $500; int. payable Jan. and July., at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage.

Second mortgage 6 p. c. gold coupon bonds, issued, $25,000, in treasury, $25,000; int. payable Sept. 1, 1895, due 1915; denom. $500; int. payable Apr. and Sept., at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T rail; 11 cars, of which 4 are motor cars and 7 trail cars, 1 100 H. P. freight motor car, 3 freight trail cars; 250 H. P. station plant; 2 100 K. W. Commercial dynamos; Buckeye engines, Card dynamos and motors, Laclede and Brownell cars, Barney & Smith trucks.

OFFICERS.—Receiver Jas. H. Wilkerson, Pres. I. B. Wilford, V. Pres. H. P. Porter, Sec. &Man. M. H. Crump, Treas. T. J. Smith.

DIRECTORS.—I. B. Wilford, H. P. Porter, M. H. Crump, T. J. Smith, B. F. Coball.

Date of information, Jan., 1897. y

BRADDOCK, PA.

Braddock Electric Passenger Railway Co.—Chartered June 9, 1890. Annual meeting in Jan.

CAPITAL STOCK, authorized, $350,000, paid in, $109,700.

FUNDED DEBT, $41,000.

OPERATION.—Year ending June 30, 1896.

Gross receipts	$ 645
Operating expenses	1,268
Deficit	623

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip..	$159,201	Capital stock	$109,700
Bonds of other cos	7,500	Funded debt	41,000
Profit and loss (deficit)..	1,064	Accounts payable	17,065
Total	$167,765	Total	$167,765

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 5 ft. 2½ in., 48½ lb. 80 lb. and 90 lb. Johnson girder rail; 5 motor cars; 300 H. P. station plant, Short dynamos and motors.

OFFICERS.—Pres. A. L. Sailor, V. Pres. J. P. McKelvey, Sec. Treas. & Man. C. F. Ellis.

GENERAL OFFICE, Bell Ave.

Date of information, Nov., 1896. b

BRADFORD, PA.

Population of Bradford in 1880, 9,197, in 1890, 10,524.

Bradford & Kendall Passenger Railway Co.—Chartered Mar. 15, 1879. Annual meeting second Monday in Jan. This company has been consolidated with the Bradford Electric Street Ry. Co. (which also see).

CAPITAL STOCK, authorized and issued, $12,000; par value, $50 per share.

OPERATION.—The latest operating reports received are for the years ending June 30,

	1892.	1893.	1895.
Gross receipts	$885	$4,544	$3,287
Operating expenses	806	4,248	3,333
Earnings from operation	79	296	*46

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 35 lb. T and flat rail; 5 horses, 2 cars.

OFFICERS.—Pres. & Gen. Man. W. S. Wales (Syracuse, N. Y.), Sec. & Supt. M. F. King (Bradford), Treas. G. S. Wales (Syracuse).

DIRECTORS.—G. S. Wales, W. S. Wales, of Syracuse, N. Y.; M, F. King, J. G. Fisher, of Bradford.

GENERAL OFFICE, Bradford.

Date of information, Apr., 1897. z

Bradford Electric Street Railway Co.—Chartered June 7, 1894, for 50 years. The Bradford & Kendall Passsenger Ry. Co. has been consolidated with this company.

CAPITAL STOCK, authorized and issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.19; gauge, 4 ft. 8½ in.; 48 lb. T rail; 7 motor cars; Ball engines, Gen. Elec. dynamos and motors, Wason and Massachusetts cars.

OFFICERS.—Pres. F. W. Davis, V. Pres. & Gen. Man. H. L. Pierce, Sec. & Treas. C. E. Hudson, Supt. Pur. Agt. & Ch. Engr. W. E. Mathews, Elecn. Chas. Rogers, Ch. Engr. of power station H. Rose.

GENERAL OFFICE, Congress St., Bradford, Pa.

Date of information, Apr., 1897. d z

BRAINTREE, MASS.

Population in 1880, 3,855, in 1890, 4,848.

Braintree Street Railway Co.—Chartered 1893. This company has been consolidated with the Quincy & Boston Street Ry. Co., of Quincy, Mass. (which also see).

CAPITAL STOCK, authorized, $200,000, issued, $35,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $35,000; dated July 25, 1894, due 1914; denom. $500.

OPERATION.—Year ending Sept. 30,	1895.	1896.
Receipts from passengers	$15,803	$29,781
" other sources	54	358
" total	15,857	30,139
Operating expenses	24,710	20,912
Earnings from operation	*8,853	9,227
Deductions.		
Interest on funded debt	1,804	2,100
Int. and discount on unfunded debt and loans.	1,565	634
Taxes	370	154
Net income	*12,592	6,339
Total deficit	14,804	8,465

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$7,408	$ 1,535
Transportation expenses	14,664	15,530
Maintenance of road and buiidings	1,452	1,526
" " equipment	1,185	2,321
Total	$24,710	$20,912

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	324,279	592,968
Car miles run	112,456	163,310
Total receipts per car mile	$.141	$.184
Operating expenses per car mile	.219	.129

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$61,519	$76,951	$ 94,357
Current assets	12,060		5,646
Cash		1,113	4,032
Bills and accounts receivable		1,097	895
Materials and supplies		1,134	502
Profit and loss (deficit)	38	14,844	8,465
Total	$73,617	$95,138	$113,897
LIABILITIES.			
Capital stock	$35,000	$35,000	$ 35,000
Funded debt		35,000	35,000
Floating debt	38,617		
Loans and bills payable		24,759	43,518
Interest accrued and not yet due		379	379
Total	$73,617	$95,138	$113,897

PLANT AND EQUIPMENT.—Miles of track (electric),8.46; 4 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. John F. Merrill, Sec. & Treas. Fred'k H. Smith.

DIRECTORS.—John F. Merrill, John R. Graham, R. F. Claflin, Fred'k H. Smith, Thomas H. McDonnell, C. Bengin, of Quincy, Mass.; B. T. Dyer, of Braintree.

GENERAL OFFICE, Washington and Hancock Sts., Quincy, Mass.

Date of information, Mar., 1897. a

Braintree & Weymouth Street Railway Co.—This company commenced operation Apr. 19, 1895.

CAPITAL STOCK, authorized and issued, $160,000; par value, $100 per share.

Please note date of information at end of each report.

OPERATION.—Year ending Sept. 30, 1896.

Receipts from passengers	$44,226
" other sources	88
" total	44,314
Operating expenses	40,294
Earnings from operation	4,020
Deductions from earnings.	
Interest	2,838
Taxes	1,741
Net deficit	559
Dividends paid 2½ p. c.	3,363
To deficit account	3,922
Total surplus account	1,507

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$ 5,707
Maintenance of equipment	2,378
" " way and buildings	1,279
Transportation expenses	30,930
Total	$40,294

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	912,930
Car miles run	329,374
Total receipts per car mile	$.135
Operating expenses per car mile	.123

BALANCE SHEET.—Dated Sept. 30,

	1895.	1896.
ASSETS.		
Cost of road	$124,413	$131,358
" equipment	26,689	38,226
Land and buildings	21,535	60,982
Cash and current assets	2,925	6,748
Materials and supplies	27	690
Total	$175,588	$238,004
LIABILITIES.		
Capital stock	$124,800	$160,000
Current liabilities	44,761	73,842
Accrued "	599	2,655
Profit and loss (surplus)	5,429	1.507
Total	$175,588	$238,004

PLANT AND EQUIPMENT.—Miles of track (electric), 12.12; 20 motor cars; Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. Chas H. French, V. Pres. John Kelley, Sec. & Treas. O. E. Chapman, Acting Supt. W. O. Chapman.

DIRECTORS.—Chas. H. French, W. O. Chapman, D. T. V. Huntoon, of Canton, Mass.; John Kelley, J. F. Sheppard, of Braintree, Mass.; E. B. Nevin, of South Weymouth, Mass.; J. G. Worster, E. W. Hunt, of Weymouth, Mass.; O. E. Chapman, of Sharon, Mass; C. H. Blood, of Fitchburg, Mass.; J. H. Buttrick of Lowell, Mass.

Date of information, Apr., 1897. b z

BRANTFORD, CAN.

Population in 1881, 8,107, in 1896 (local estimates),16,531.

Brantford Street Railway Co.—This company owns Mohawk Park.

CAPITAL STOCK, $40,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5, of road, 8.5; gauge, 4 ft. 8½ in.; 40 lb. and 65 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; Wheelock engines, Gen. Elec. dynamos and motors, Patterson & Corbin and Can. Gen. Elec. Co.'s cars.

OFFICERS.—Pres. F. Nicholls, V. Pres. H. P. Dwight, Sec. W. S. Andrews, Gen. Man. & Pur. Agt. Wm. Barron, Supt. & Elecn. Jas. Steeves, Ch. Engr. of Power Station, Dave Thomas.

REFERENCE.—Description of road (brief), Vol. XI Souv., '95, p. 48 (ill.).

Date of information, Apr., 1897. a z

BRATTLEBORO, VT.

Population in 1880, 5,880, in 1890, 6,862.

Brattleboro Street Railroad Co.—Chartered 1888, in perpetuity; municipal franchise granted 1895, in perpetuity. Annual meeting second Monday in Aug.

CAPITAL STOCK, authorized $75,000. issued, $55,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 8 motor cars; 400 H. P. station plant, West. dynamos and motors, Wason and Jackson & Sharp cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Edward C. Crosby, V. Pres. E. L. Waterman, Sec. & Treas. F. L. Hunt, Supt. W. F. Carty. Ch. Engr. W. Carty, Ch. Engr. of Power Station O. R. Turner.

DIRECTORS.—Edward C. Crosby, E. L. Waterman. S. Hunt, J. P. Sargent, H. L. Emerson.

Date of information, Mar., 1897. d z

BRIDGEPORT, CONN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Bridgeport is situated in southwestern Connecticut, on an inlet of Long Island Sound. It is one of the county seats of Fairfield County.

Railroad and Steamboat Connections.—The lines of the Consolidated R. R., extending north, east and west, enter the city. Steamboats operate daily between this port and New York.

Manufacturing and Commercial Interests.—A capital of about $19,100,000 is employed in the various manufacturing industries of the city, the principal productions being steam fittings and heating apparatus, aluminum, bronze, heavy forgings, sewing machines, machinery, leather, ammunition and projectiles, hardware, corsets, carriages and wagons, malt liquors, silk, woolen goods, plush, rubber goods, packed and dressed meats and other slaughter house products. The metal interests of Bridgeport are especially important.

Banking Capital.—There are now (1897) 5 national banks with a combined capital and surplus of $1,774,950. The total banking capital is $1,774,950.

	1880.	1890.	Latest.
Population	27,643c	48,866c	60,000
Area, in square miles			14.63
Population per square mile			4,101
Assessed Valuation $	11,720,503c	21,942,282c	57,000,000a
" " per cap. $	424	449	
***Municipal Debt,** net $	740,268c	1,496,113c	1,639,500a
" " per cap. $	27	30	
Tax Rate, per $1,000 $			11.50a
Manufacturing Interests. c			
No. of establishments	170	555	
Capital invested $	9,751,785	19,094,180	
" " per cap. $	353	390	
No. of employes	7,508	12,763	
Wages per annum $	3,342,935	7,492 092	
Cost of materials $	4,819,939	10,173,212	
Value of product $	10,458,212	21,829,776	
Banking Capital $			1,774,950b
" " per cap. $			

*Including water debt, deducting sinking fund. a 1896. b 1897. cCensus.

STREET RAILWAY SYSTEM—Descriptive.

Bridgeport is widely known for its extensive and highly developed manufacturing industries. The city is well built, and has many fine parks. The street railway interests have recently been brought under the control of a single company which operates 48.6 miles of track by electricity, extending to Stratford, Fairfield and Southport, and serving a population of about 80,000 inhabitants.

STREET RAILWAY SYSTEM—Present Companies.

Bridgeport Traction Co.—Organized and chartered July, 1893, by special act of the Legislature. Annual meeting in June. This is a consolidation, on July 14, 1893, of the Bridgeport Ry. Co., the East End Ry. Co. and the Bridgeport Horse Ry. Co., and owns and operates the entire street railway system of the city.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $2,000,000, of which $1,683,000 are outstanding; dated July 1, 1893, due July 1, 1923; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of Redmond, Kerr & Co., 41 Wall St., New York; trustee of mortgage, Fidelity Safe Deposit & Trust Co.

Note.—The bonds above described are an absolute first mortgage on the company's property and franchises now owned or that may be hereafter acquired.

The bonds in the treasury may be sold for improvement and new construction, but the provisions of the mortgage and the statutes of Connecticut require that the amount of bonds so issued shall not exceed 75 per cent. of the actual cost of such improvements or new construction, and that such actual cost shall from time to time be certified by the company's president and treasurer and by an engineer approved by the state comptroller. All the bonds are registered with the state comptroller as required by law, thus insuring compliance with these provisions.

Please note date of information at end of each report.

The bonds are not subject to call before maturity.

The company owns a large amount of real estate, including one entire block in the city, on which are brick car houses and a large brick tenement house leased to employes. On the east end division the company owns another block with brick car houses, repair shops, etc.

Franchises.—The company operates under a perpetual franchise granted by the State of Connecticut, by which, with other privileges, it is exempt from all city taxation.

Operation.—Year ending Sept. 30,	1895.	1896.
Receipts from passengers	$277,399	$319,175
" other sources	2,160	2,085
" total	279,559	321,260
Operating expenses	174,052	170,220
Earnings from operation	105,507	151,040
Deductions from earnings.		
Taxes	6,950	16,714
Interest on bonds	39,646	80,520
Net income	58,911	53,806
Dividends paid	20,000	20,000
To surplus account	38,911	33,806

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	6,383,503
Car miles run	1,721,147
Gross receipts per car mile	$.15707
Operating expenses per car mile	.12463

Balance Sheet.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road and equipment	$3,671,801	$3,800,205
Accounts receivable	2,816	1,691
Cash on hand	6,803	34,429
Parks	1,317	
Total	$3,682,737	$3,836,325
LIABILITIES.		
Capital stock	$2,000,000	$2,000,000
Funded debt	1,500,000	1,683,000
Bills and accounts payable	110,438	30,100
Profit July 1st to date	45,788	48,425
Interest	18,832	
Accident fund	2,879	
Profit and loss (surplus)	4,800	74,802
Total	$3,682,737	$3,836,325

Plant and Equipment.—Miles of track (electric), 48.6; gauge, 4 ft. 8½ in.; 70 lb. to 90 lb. girder and T rail; 6 horses, 102 motor cars; 9 snow sweepers, 1 sprinkler, 9 other vehicles; Green and Watts-Campbell engines, Gen. Elec. dynamos and motors, Barney & Smith and Stephenson cars.

Officers.—Pres. & Gen. Man. A. Radel, V. Pres. H. M. Doremus (Newark, N. J.), Sec. T. L. Watson, Treas. Wm. Scheerer (Newark, N. J.).

Directors.—U. H. McCarter, F. N. Benham, D. F. Read, Andrew Radel, H. Setzer, Jr., G. Krueger, S. W. Baldwin, H. M. Doremus, Wm. Scheerer, T.L. Watson.

General Office, Bridgeport, Conn.

References.—Description of road, Vol. X, Nov., '94, p. 730 (ill.); increase of bonds, Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; opening of road, Vol. X, Sept., '94, p. 582; operating detail (brief), Vol. XII, Sept., '96, p. 545; annual report (brief), Vol. XII, Dec., '96, p. 790.

Date of information, Apr., 1897. a b z

BRIDGEPORT, O.

Population in 1880, 2,395, in 1890, 3,398.

Bellaire, Bridgeport & Martin's Ferry Street Railway Co.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated Oct. 1, 1893, due 1913, but subject to call on and after Oct. 1, 1908; coupon, but may be registered; denom. $4,000; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

NOTE.—$3,000 per annum must be passed to a sinking fund in 1900 and thereafter.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.25, gauge, 5 ft. 2 in.; 63 lb. and 83 lb. girder rail; 2 horses, 17 motor cars; Buckeye engines, Gen. Elec. dynamos and motors, Jewett and New Castle cars.

OFFICERS.—Pres. & Gen. Man. J. K. Jolly, V. Pres. F. L. Jolly, Sec. Treas. & Pur. Agt. J. W. Fowler, Supt. J. G. Owrey, Elecn. J. W. Berry, Ch. Engr. of Power Station J. W. Williams.

GENERAL OFFICE, Bridgeport, O.

REFERENCES.—Description of road, Vol. IX, Nov., '93, p. 740 (ill.).

Date of information, Dec., 1894.

BRIDGETON, N. J.

Population in 1880, 8,722, in 1890, 11,424.

The Bridgeton & Millville Traction Co.—This is the successor to the South Jersey Traction Co., whose property was sold under foreclosure of mortgage.

CAPITAL STOCK, of new company, unknown; of old company was, authorized, $400,000, issued, $360,000.

FUNDED DEBT, of new company, unknown; of old company was, authorized, $400,000, issued, $190,000.

OPERATION.—Year ending Dec. 31,	1894.	1895.	1896.
Receipts from passengers	$36,433	$37,123	$30,935
" other sources	2,378	3,128	2,365
" total	38,811	40,251	33,300
Operating expenses and fixed charges	31,998	31,286	24,156
Net income	6,813	8,965	9,144

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 48 lb. T rail; 17 cars, of which 9 are motor cars, 6 are trail cars and 2 freight cars; Allis engines, Gen. Elec. dynamos and motors, Brill, Jackson & Sharp, Lamokin, and St. Louis cars

OFFICERS.—Pres. C. Hartman Kuhn, V. Pres. Richard W. Clay, Sec. & Treas. Walter H. Bacon, Supt. Ch. Engr. & Elecn. L. H. Robbinson, Ch. Engr. of Power Station H. H. Hummell.

DIRECTORS.—C. Hartman Kuhn, Stephen Greene, Aaron Fries, B. H. Minch, Lawrence Johnson, Frank S. Lewis, Walter H. Bacon.

GENERAL OFFICE, Room 3, Pioneer Building.

Date of information, May, 1897. b y

BRIGANTINE BEACH, N. J.

Brigantine Transportation Co.—This is a reorganization of the Brigantine Transit Co., whose property was sold under foreclosure of mortgage on Feb. 4, 1897.

CAPITAL STOCK, of new company, unknown; of old company was, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—Of new company, unknown; of old company was, first mortgage 6 p. c. bonds, authorized, $250,000, issued, $157,000; coupon, but may be registered; dated May 1, 1893; denom. $500 and $1,000; int. payable May and Nov., at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1893.	1894.	1895.	1896.
Gross receipts	$4,836	$28,557	$ 7,595	$‡5,000
Oper. exp. and fixed charges.	1,547	*53,169	16,327	4,997
Net income	3,289	†24,612	†8,732	3

*$45,762 of this amount was expended in repairing the road after the destructive storms in Aug. and Sept., 1893. † Deficit. ‡ From rental.

PLANT AND EQUIPMENT—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 52 lb. T rail; 10 cars, of which 7 are motor cars and 3 trail cars.

OFFICER.—Pres. Geo. H. Cook.

DIRECTORS.—J. P. Whitney, of Glassboro, N. J.; Thos. W. Sinnott, of Wenonah, N. J.; Richard L. Austin, B. A. Beal, of Philadelphia, Pa.; D. A. Heald, J. B. Van Woert, of New York City.

Date of information, Mar., 1897. b y

BRISTOL, CONN.

Bristol & Plainville Tramway Co.—Chartered Sept. 21, 1893. This company commenced operation in July, 1895.

CAPITAL STOCK, authorized, $1,000,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $106,000; due 1925; int. payable May and Nov.

OPERATION.—Year ending Sept. 30, 1896.

Receipts from passengers	$40,808
" lighting and other sources	23,811
" total	64,619
Operating expenses	50,327
Earnings from operation	14,292
Deductions from earnings.	
Taxes	1,244
Interest	3,563
Net income	9,485
To surplus account	13,618

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	827,769
Car miles run	209,183
Total receipts per car mile	$.309
Operating expenses per car mile	.240

BALANCE SHEET.—Dated Sept. 30,

	1895.	1896.
ASSETS.		
Construction	$121,092	$218,546
Equipment	57,529	27,481
Office furniture	293	620
Materials on hand	1,137	727
Stock of B. Elec. Lt. Co.	25,000	
Accounts receivable		3,139
Cash	11,640	2,147
Total	$216,691	$252,660
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt		106,000
Unfunded debt	90,000	30,000
Accounts payable	21,657	3,042
Profit and loss (surplus)	5,035	13,618
Total	$216,691	$252,660

PLANT AND EQUIPMENT.—Miles of track (electric), 7.7; 56 lb. and 60 lb. T rail; 13 motor cars, 1 snow plow; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Chas. S. Treadway, V. Pres. N. E. Pierce, Sec. A. J. Muzzy, Treas. M. L. Tiffany, Supt. & Gen. Man. G. E. Cockings.

DIRECTORS.—J. H. Sessions, N. E. Pierce, W. A. Ingraham, Wm. S. Ingraham, A. J. Muzzy, M. L. Peck, O. F. Strunz, Chas. S. Treadway, E. N. Pierce.

GENERAL OFFICE, Highland Court, Bristol.

Date of information, Apr., 1897. a b z

BRISTOL, TENN.

Population in 1880, 1,647, in 1890, 3,324.

Bristol Belt Line Railway Co.—Chartered Feb. 22, 1890, in perpetuity.

CAPITAL STOCK, $250,000.

FUNDED DEBT, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 5 motor cars; Walker and Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

OFFICERS.—Pres. James Strong, V. Pres. & Treas. J. L. Stadelman, Gen. Man. W. A. Stadelman, Supt. Pur. Agt. & Elecn, Sam'l M. Vance, Ch. Engr. of Power Station J. Gannon.

Date of information, Apr., 1897. a z

BROCKTON, MASS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Brockton is located in Plymouth County in Eastern Massachusetts, 20 miles south of Boston.

Adjacent Towns.—The townships of Randolph, Holbrook, Avon, Whitman, Rockland, South Braintree, South Weymouth, Abington, Easten and Stoughton are connected with Brockton by the street railway system, which shows a population of nearly 60,000.

Railroad Connections.—The city's commerce is served by the Old Colony division of the New York, New Haven & Hartford R. R. Co.

Manufacturing and Commercial Interests.—A capital of about $7,500,000 is employed in the various manufacturing industries of the city, the principal productions being boots and shoes, wood and paper, boxes, tacks and nails, electrical supplies, rubber goods, shoe tools, cutlery. The city is one of the largest producers of boots and shoes in the United States. About 11,000 hands are employed in the manufacturing industries, receiving in wages about $6,600,000 per annum, and the value of the manufactured product is about $21,000,000 per annum.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $420,000; and 1 trust company, with capital and surplus of $102,000. The total banking capital is $552,000.

	1880.	1890.	Latest.
Population	13,608c	27,294c	32,000a
Area, in square miles			20
Population per square mile			1,600
Assessed Valuation.			
Real estate (80% actual value) $		14,997,605	21,569,541b
Personal property $		2,497,997	2,916,860b
Total $	6,252,413c	17,495,602	24,486,401b
" per cap. $	459	641	
***Municipal Debt**, net $	71,200c	530,476c	1,731,680d
" " per cap. $	5	19	
Tax Rate, per $1,000 $		15.20	19.70b
Manufacturing Interests.			
No. of establishments		530c	
Capital invested $		7,533,399c	
" " per cap. $		276	
No. of employes		11,141c	
Wages per annum $		6,566,314c	
Cost of materials $		11,157,552c	
Value of product $		20,944,705c	
Banking Capital $			522,000d
" " per cap. $			

* Including water debt, deducting sinking fund. a Local estimate. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Brockton is one of the most important manufacturing centers in Massachusetts, and its manufacturing interests are probably less affected by periods of financial depression than are those of other cities producing goods not so immediately necessary to consumers as are boots and shoes—the important interest in Brockton. Its street railway system obtains an excellent local traffic, in addition to the large business between Brockton and several neighboring towns and villages, and the financial results obtained are unusually good for a city of its size.

STREET RAILWAY SYSTEM—Present Companies.

Brockton Street Railway Co.—Chartered Dec. 28, 1880; municipal franchises granted Dec. 16, 1880. Annual meeting fourth Tuesday in Oct. In 1894 the Brockton & Holbrook Street Ry. Co., the East Side Street Ry. Co., and the Whitman Street Ry. Co., which had previously been operated by the company under 99 year leases, and in May, 1895, the Brockton & Stoughton Street Ry. Co. were consolidated with this company.

Capital Stock, authorized, $750,000, issued, $596,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $629,000, in escrow (see Note), $121,000; dated Oct. 1, 1894, due 1924; denom. $1,000; int. payable Apr. and Oct., at office of State St. Safe Deposit & Trust Co., of Boston, trustee of mortgage.

Note.—$121,000 of the first mortgage bonds are held in escrow to retire the company's own and guaranteed debenture bonds as follows:

Brockton Street Railway Co.

$21,000,	dated 1885,	due 1905,	int. 4½ p. c.
32,000,	" 1886,	" 1906,	" 4½ p. c.
40,000,	" 1890,	" 1910,	" 4½ p. c.
18,000,	" 1892,	" 1912,	" 5 p. c.

Whitman Street Ry. Co

$10,000, dated 1892, due 1912, int. 5 p. c.

Operation.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$141,241	$202,725	$214,370	$259,542	$299,304
" other sources	2,266	4,053		7,350	7,561
" total	143,507	206,778	214,370	266,892	306,865
Operating expenses	93,374	140,898	143,511	154,950	190,513
Earnings from op'r't'n.	50,134	65,880	70,859	111,942	116,352
Deduc's from earn'gs.					
Interest on bonds	14,250	14,250	29,000	36,955	37,033
Int. on float'g d'bt.	781	14,581	15,691	4,958	2,277
Taxes	4,564	7,252	5,888	8,462	9,637
Written off various accounts			3,845	34,316	24,620
Rentals	2,025	13,250	16,550		
Net income	28,514	16,547	115†	27,251	42,785
Dividends paid	11,904	15,000	15,000	26,130	35,760
To surplus account	16,610	1,547	15,115†	1,121	7,025
Total surplus account*	24,577	18,310	16,605	17,726	24,751
P.c.op. ex. to tot'l rc'ts	65.1	68.1	66.9	58.1	62.1

*The sum of $12,240 was charged to surplus account in 1891-2 and $7,814 in 1892-3.

† Deficit.

Dividends paid in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892, 6 p. c.; in 1893, 6 p. c.; in 1894, 6 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.

Please note date of information at end of each report.

Balance Sheet.—Dated Sept. 30.

	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 705.640	$ 744,842	$ 754,263
Cost of equipment	272,136	291,878	308,051
Other permanent investments	283,584	288,111	333,792
Cash	13,217	119,342	68,292
Bills and accounts receivable	2,277	3,485	7,602
Material and supplies	15,419	17,887	11,964
Other assets	13,353	3,723	4,298
Total	$1,305,627	$1,469,268	$1,488,262
LIABILITIES.			
Capital stock	$ 250,000	$ 596,000	$ 596,000
Funded debt	750,000	750,000	750,000
Accrued interest	9,162	18,055	18,068
Bills and accounts payable	133,860	67,213	77,533
Other liabilities	146,000	20,274	21,910
Profit and loss (surplus)	16,605	17,726	24,751
Total	$1,305,627	$1,469,268	$1,488,262

Plant and Equipment.—Miles of main line, 34.888, of second track, 6.203, of sidings, 1.888, total track (electric), 42.979; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. and 48 lb. T and 70 lb. and 80 lb. girder rail; 5 horses, 112 cars, of which 101 are motor cars and 11 trail cars; 1,350 H. P. engines, 1,240 H. P. dynamos, 500 H. P. boilers, Allis and Ball engines, Gen. Elec. dynamos and motors, Briggs, Brill, Jones, Newburyport, Laconia and Stephenson cars, Bemis trucks.

Officers.—Pres. G. H. Campbell, Treas. Chas. A. Stone, Asst. Treas. H. E. Reynolds, Clerk, Alfred A. Glasier, Asst. Clerk, W. F. Pope, Gen. Man. & Pur Agt. H. B. Rogers, Elecn. E. J. Rauch, Ch. Engr. of Power Station E. C. Baker.

Directors.—G. H. Campbell, H. B. Rogers, F. B. Howard, Chas. F. Porter, John P. Morse, Edwin S. Webster, Alfred A. Glasier, W. F. Pope, Warren A. Reed.

General Offices, 203 Main St., Brockton, Mass., and 104 Ames Bldg, Boston, Mass.

Reference.—Increase of stock, Vol. X, Nov., '94, p. 755.

Date of information, Apr., 1897. a z

Brockton, Bridgewater & Taunton Street Railway Co.—Chartered to build an electric railway from Brockton to Taunton via Bridgewater. Contracts for the construction and equipment of the line have been let, and work will be begun in Apr., 1897.

Capital Stock, authorized, $200,000, paid in, $28,385.

Balance Sheet.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cash	$28,385	Capital stock	$28,385
Total	$28,385	Total	$28,385

Officers.—Pres. W. L. Douglas, Sec. William Jones, Treas. S. Reed Anthony.

Directors.—W. A. Tucker, Charles C. Merritt, William Jones, C. B. Gardner, of Raynham, Mass.; John J. Whipple, Fred C. Hinds, E. P. Shaw, S. Reed Anthony, E. P. Shaw, Jr.

P. O. Box 615, Brockton, Mass.

Date of information, Mar., 1897. b

Brockton & East Bridgewater Street Railway Co.—Chartered 1894. Construction work on this road was begun in Apr., 1897.

Capital Stock, authorized, $100,000, paid in, $10,000.

Officers.—Pres. G. H. Campbell, Treas. Alfred A. Glasier.

Directors.—G. H. Campbell, of Lawrence, Mass.; Alfred A. Glasier, W. F. Pope, of Boston, Mass.; Robert O. Harris, Aaron Hobart, of East Bridgewater, Mass.; John P. Morse, Horace B. Rogers, of Brockton, Mass.

General Office, 104 Ames Bldg., Boston, Mass.

Date of information, Apr., 1897. y

BROOKFIELD, MASS.

Population in 1880, 2,820, in 1890, 3,352.

Warren, Brookfield & Spencer Street Railway Co.—Chartered Mar., 1896. This company commenced operation on June 29, 1896.

CAPITAL STOCK, authorized and issued, $150,000, par value, $100 per share.

OPERATION.—3 mos. ending Sept. 30, 1896.

Gross receipts	$15,488
Operating expenses	7,076
Earnings from operation	8,412
Deductions from earnings.	
Interest	995
Taxes	377
Net income	7,040
Dividends paid, 4 p. c.	6,000
To surplus account	1,040
Total surplus account	1,040

OPERATING EXPENSES.

3 mos. ending Sept. 30, 1896.

General expenses	$1,223
Maintenance of way and buildings	7
" " equipment	356
Transportation expenses	5,490
Total	$7,076

STATISTICS OF TRAFFIC.

3 mos. ending Sept. 30, 1896.

Passengers carried	307,591
Car miles run	69,699
Gross receipts per car mile	$.223
Operating expenses per car mile	.102

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$163,938	Capital stock	$150,000
" equipment	23,079	Loans and bills payable.	76,655
Land and buildings	39,703	Profit and loss (surplus).	1,040
Cash and current assets.	675		
Material and supplies	300		
Total	$227,695	Total	$227,695

PLANT AND EQUIPMENT.—Miles of track (electric), 13.09; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T and girder rail; 11 motor cars; Slater engines, Gen. Elec. dynamos and motors, Massachusetts cars.

OFFICERS.—Pres. N. S. Myrick, Sec. & Treas. G. A. Butman, Supt. C. A. Jefts.

DIRECTORS.—N. Sumner Myrick, E. R. McPherson, C. A. Richardson, I. L. Currier, J. G. Young, Jr., Charles E. Barnes, W. B. Ferguson, Wesley L. Kendall, Robert Redford, A. B. Bruce, A. W. Newell.

Date of information, Apr., 1897. b d z

BROOKLYN, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Brooklyn is located on the East River, at the extreme western coast of Long Island, and is directly opposite New York City. It is the county seat of Kings County.

Railroad Connections.—Brooklyn is served by the Long Island Ry. system, and by various minor roads to Coney Island. Thirteen lines of ferry boats connect the city with New York and with the Western trunk lines at Jersey City. The great steamship lines of New York City, many of which have warehouse facilities on the Brooklyn water front, furnish a foreign market to the large manufactured product of the city.

Manufacturing Interests.—A capital of about $162,000,000 is employed in the various manufacturing industries of the city, the principal productions being refined petroleum, boilers, castings and other manufactured iron, wire, lace, buttons, paper, felt goods, carpets, glass, chemicals, sugar and molasses, coffee and spice, confectionery, cordage and twine, slaughtering products, paperhangings, furnishing goods, boots and shoes. About 109,000 hands are employed in these industries, receiving in wages about $65,000,000 per annum, and the value of the manufactured product is about $269,000,000 per annum.

Banking Capital.—There are now (1897) 4 national banks with a combined capital and surplus of $3,395,532; 20 state banks, with capital and surplus of $8,810,566; 7 trust companies, with capital and surplus of $9,661,018. The total banking capital is $21,867,116.

	1880.	1890.	Latest.
Population	599,495[c]	838,547[c]	1,080,000[a b]
Area, in square miles	.....	.....	70
Population per square mile	.....	.....	.....
Assessed Valuation.			
Real estate (70% actual value)	$ 223,620,197	430,911,794	539,444,986[b]
Personal property	$ 11,215.794	21,846,807	15,658,728[b]
Total	$ 234,835,991	452,758,601	555,103,714[b]
" per cap.	$ 392	540	.....
***Municipal Debt,** net	$ 38,040,000[c]	34,639,542[c]	57,548,097[d]
" " per cap.	$ 63	41	.....
Tax Rate, per $1,000	$ 26.90	29.48	27.40[b]
Manufacturing Interests.			
No. of establishments.	5,201[c]	10,561[c]	.....
Capital invested	$ 61,646,749[c]	125,849,052[c]	.....
" " per cap.	$ 103	150	.....
No. of employes	47,587[c]	103,683[c]	.....
Wages per annum	$ 22,487,457[c]	61,975,702[c]	.....
Cost of materials	$ 129,085,091[c]	137,325,749[c]	.....
Value of product	$ 177,223,142[c]	248,750,184[c]	.....
Banking Capital	$	.....	21,867,116[b]
" " per cap.	$	.....	.....

* Including water debt, deducting sinking fund. [a] Local estimates. [b] 1896. [c] Census. [d] 1897.

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Descriptive.

Brooklyn is served by an extensive system of elevated and surface railways, which have grown very largely in its development, and which form a network over the entire city and the western portion of Long Island. Nearly all of the surface lines are equipped with the overhead electric system. In addition to the heavy local, suburban and New York patronage of Brooklyn's street railway system, it obtains during the summer season an immense amount of pleasure travel to Coney Island and the various resorts on the Long Island coast, this being a profitable and constantly growing source of revenue. The street railway mileage is controlled as follows:

SURFACE RAILWAYS	Operates	Owns
Brooklyn Rapid Transit Co.		
Brooklyn Heights R. R. Co.	[illegible]	2.5.4
Brooklyn City R. R. Co.	[illegible]	
Brooklyn, Queens Co. & Suburban R. R. Co.	[illegible]	[illegible]
Nassau Elec. R. R. Co.	[illegible]	[illegible]
Atlantic Ave. R. R. Co.	[illegible]	
Brooklyn, Bath & West End R. R. Co.	[illegible]	
Coney Island & Brooklyn R. R. Co.	[illegible]	[illegible]
Brooklyn City & Newtown R. R. Co.	[illegible]	[illegible]
9th Street & 13th Ave. R. R. Co.	[illegible]	[illegible]
Long Island Electric R. R. Co.	[illegible]	[illegible]
Total	[illegible]	[illegible]

ELEVATED RAILWAYS		
Brooklyn Elevated R. R. Co.	[illegible]	[illegible]
Kings County Elevated R. R. Co.	[illegible]	
Total	[illegible]	[illegible]

STREET RAILWAY SYSTEM—Present Companies.

Atlantic Avenue Railroad Co.—Chartered May [illegible] 1853. Annual meeting fourth Tuesday in [illegible]. This road as a steam railway was built, equipped, operated and controlled by the Brooklyn & Jamaica R. R. Co. prior to April 30, 1872, when the ownership passed to the Long Island R. R. Co. for a term of years, at the expiration of which time the property is to revert to Atlantic Avenue RR. Co. or Brooklyn, Queens Co. & Suburban R. R. Co. The Atlantic Avenue RR. Co. was organized May [illegible] 1872, and on Dec. 31, 1895, operated 4.61 miles of road and 12.16 miles of track, as follows: Atlantic Avenue, as before mentioned, from Fulton Ferry to Atlantic Avenue and Washington Avenue, Brooklyn, to Jamaica, 7.55 miles; Atlantic Avenue and Washington Avenue, Brooklyn, to Bedford, 1.06 miles; Bedford to Flatbush, 1.50 miles; Flatbush to Parkville, 1.50 miles; Parkville to Canarsie, 3.55 miles. The Brooklyn, Queens Co. & Suburban R. R. Co. has leased the Atlantic Avenue RR. Co. and the Long Island R. R. Co. has leased the Brooklyn, Queens Co. & Suburban R. R. Co. [illegible]

Capital Stock.—[illegible]

Funded Debt.—[illegible]

[illegible]

[illegible]

herewith for the sake of comparison, (See also Nassau Electric R. R. Co.)

Year ending June 30,	1893.	1894.	1895.
Receipts from passengers	$107,440	$107,305	$128,171
" " freight	1,074	4,300	2,757
" total	108,514	111,605	130,928
Operating expenses	113,510	86,717	79,394
Earnings from operation	*4,997	24,888	51,535
Interest on bonds	28,916	33,826	51,954
" " floating debt	10,845		
Taxes	4,845	5,892	8,846
Rentals	95		350
Deficit for year	49,697	14,830	9,616

* Deficit.

Balance Sheet.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$1,642,441	$1,649,124	$1,589,824
" equipment	286,103	297,116	291,644
Cash	50	35	
Open accounts	10,085	6,802	2,684
Supplies	703	703	
Prepaid account	3,898	379	241
Profit and loss (deficit)	120,286	135,362	181,986
Total	$2,063,567	$2,089,521	$ 2,066,379
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$ 1,000,000
Funded debt	1,000,000	1,000,000	1,000,000
Real estate mortgages	37,983	37,983	23,100
Accrued interest	10,242	9,737	157
Open accounts	14,171	40,145	43,122
Vouchers and pay roll	1,171	1,657	
Total	$2,063,567	$2,089,521	$ 2,066,379

Plant and Equipment.—Miles of main line, 6.64, of second track, 6.14, of sidings, 3.72, total track (electric), 16.5; gauge, 4 ft. 8½ in.

References.—Increase of stock, Vol. IX, Sept., '93, p. 617; sale, Vol. IX, Feb., '93, p. 117.

Date of information, May, 1897. a z

The Brooklyn City Railroad Co.—Chartered Dec. 17, 1853, for 100 years, under N. Y. General Railroad Law of 1850. Annual meeting second Monday in Jan. The following companies have been at various dates consolidated with this company: Bushwick R. R. Co., Brooklyn Crosstown R. R. Co., Calvary Cemetery, Greenpoint & Brooklyn R. R. Co., New Willlamsburgh & Flatbush R. R. Co., Greenpoint & Lorimer Street R. R. Co., Grand Street & Newtown R. R. Co. and South Brooklyn Street R. R. Co.

Lease.—The entire property and franchises of the company were leased on Feb. 14, 1893, to the Brooklyn Heights R. R. Co. for 999 years, and possession given to lessee on June 6, 1893. The lessee guarantees the company's fixed charges and a dividend of 10 p. c. per annum on its capital stock, $12,000,000. (For description of lease and of guarantee fund see Brooklyn Heights R. R. Co.)

Capital Stock, authorized and issued, $12,000,000; par value, $10 per share. Guaranteed 10 p. c. dividends, payable quarterly, Jan. (15), Apr., July, Oct.

Funded Debt.—(First) consolidated mortgage 5 p. c. bonds, authorized and issued, $6,000,000; coupon, but may be registered; dated July 1, 1891, due 1941, but payable at the company's option in 1916; denom. $500 and $1,000; int. payable Jan. and July, at office of the company, and at office of Long Island Loan & Trust Co., of Brooklyn; trustee of mortgage, Kings County Trust Co., of Brooklyn.

Brooklyn Crosstown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000, due July 1, 1908; denom. $1,000; int. payable Jan. and July.

Calvary Cemetery, Greenpoint & Brooklyn R. R. Co.'s first mortgage 6 p. c. bonds, $200,000; due June 1, 1907; denom, $1,000; int. payable June and Dec.

New Williamsburgh & Flatbush R. R. Co.'s first mortgage 7 p. c., bonds, $200,000; due 1897; denom. $1,000; int. payable Feb. and Aug. Extended Feb. 1, 1897, at 4½ p. c., so as to mature at same time with first consolidated mortgage.

Greenpoint & Lorimer Street R. R. Co.'s first mortgage 6 p. c. bonds, $125,000; due 1910; denom. $1,000; int. payable May and Nov.

Grand Street & Newtown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000; due 1906; denom. $1,000; int. payable Apr. and Oct.

Note.—The consolidated mortgage bonds are a first lien on the original lines of the Brooklyn City R. R. Co., and a second lien on all the lines acquired by the various consolidations.

Dividends, prior to 1893, 8 p. c. per annum on $6,000,000; in 1893, 4 p. c. on $6,000,000, 4⅔ p. c. on $9,000,000; in 1894, 10 p. c. (guaranteed) and 2 p. c. extra from surplus; in 1895, 10 p. c. (guaranteed) and 2½ p. c. from surplus; in 1896, 10 p. c. 10 p. c. dividends are guaranteed by the Brooklyn Heights R. R. Co.

Balance Sheet.—Dated Dec. 31, 1894.	1895.	1896.
ASSETS.		
Cost of road and equipment	$18,733,571	$18,925,000	$18,925,000
Cash assets	35,169	338,767	53,805
Other permanent investments	203,027	396,893	396,394
Bonds in treasury	121,750		
Suspense accounts	22,224	1,680	
Accrued interest	337,861		
Accounts receivable	645,840	6,606	4,713
Total	$20,109,442	$19,668,946	$19,379,912
LIABILITIES.			
Capital stock	$11,999,949	$12,000,000	$12,000,000
Funded deb	6,925,000	6,925,000	6,925,000
Floating debt			2,375
Bills payable	200,000		
Unpaid dividends	300,000	300,000	
Open accounts	2,275	32,336	30,000
Profit and loss (surplus)	682,218	411,610	422,537
Total	$20,109,442	$19,668,946	$19,379,912

Plant and Equipment.—Miles of track (electric), 204.24; gauge, 4 ft. 8½ in.

General Office, 168 Montague St., Brooklyn.

References.—Description of road, Vol. VIII, May, '92, p. 272; Vol. VIII, Oct., '92, p. 598 (ill.); description of Kent Ave. power plant, Vol. IX, Feb., '93, p. 112 (ill.); Vol. IX, July, '93, p. 436 (ill.); description of eastern power plant, Vol. IX, Dec., '93, p. 781 (ill.); description of southern boiler plant, Vol. X, June, '94, p. 383 (ill.), description of Kent Ave. power plant, Vol. X, Souv., '94. p. 93 (ill.); description of coal lift, Vol. X, May, '94, p. 277 (ill.); notes, Vol. VII, July, '91, p. 374; lease, Vol. IX, Feb., '93, p. 129; description of repair shops, Vol. XI, July, '95, p. 433 (ill.); description of express car (brief), Vol. XII, July, '96, p. 436 (ill.).

Date of information, Apr., 1897. a z

See map between pages 42 and 43.

Brooklyn City & Newtown Railroad Co.—Chartered May 22, 1860. Annual meeting, second Monday in Apr. On Sept. 15, 1887, the Franklin Avenue R. R. Co. was consolidated with this company.

Capital Stock, authorized, $2,000,000, issued $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1939; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

Mortgages on real estate, $191,605.

Note.—The unissued bonds now in the treasury may be issued and sold for purchase of additional property or for equipment of road.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. from op.	$441,983	$564,705	$595,409	$594,463	$534,173
" other sources.		953	40	4,228	2,638
" total	441,983	565,658	595,449	598,691	536,811
Operating exp.	321,921	340,655	346,285	372,554	323,109
Earnings from op.	120,062	225,003	249,164	226,136	213,702
Deduc. fr'm earn'gs.					
Int. on bonds	63,489	90,556	104,075	98,000	98,532
Taxes	10,939	11,962	15,597	18,996	25,208
Rentals	840	950	960	960	
Other deduct				9,691	9,719
Net income	44,795	121,535	128,532	98,489	80,243
Dividends paid	40,000	80,000	100,000	110,000	100,000
To surplus account.	4,795	41,535	28,532	*11,511	*19,757
P. c. op. exp. to total rec'ts	72.8	60.2	58.1	62.2	60.2

* Deficit —The company's financial year ends June 30, and the dividends paid during 1895 were warranted by the net income of the year ending June 30, 1895.

Dividends.—2½ p. c. quarterly in Feb. May, Aug. and Nov., at office of the Mercantile Trust Co., of New York. Dividends paid in 1892, 4 p. c.; in 1893, 8 p. c.; in 1894, 10 p. c.; in 1895, 11 p. c.; in 1896, 10 p. c.

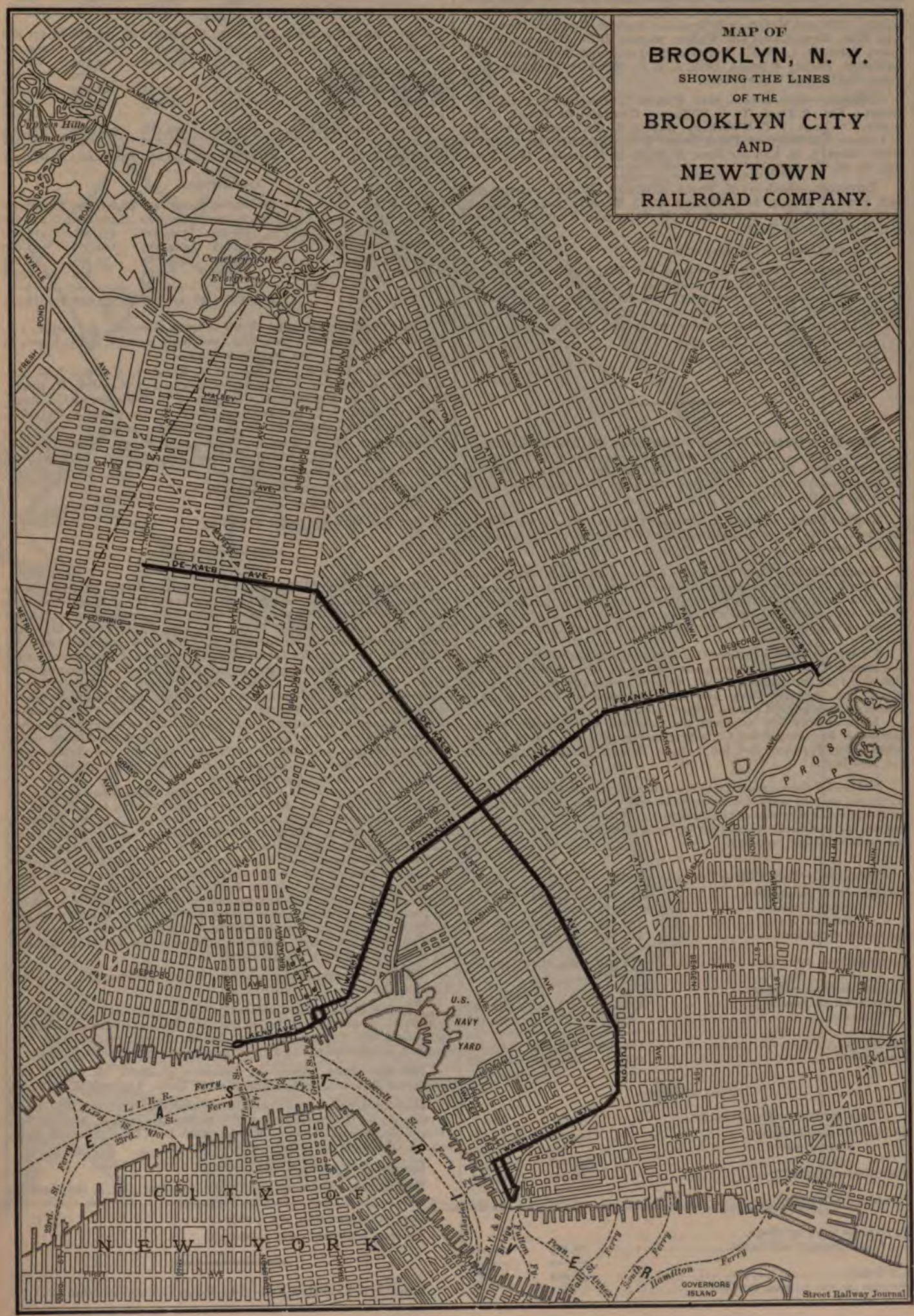
Balance Sheet.—Dated Dec. 31, 1894.	1895.	1896.
ASSETS.		
Cost of road and equipment	$3,240,326	$3,257,183	$3,239,613
Other permanent investments		10,557	10,557
Supplies on hand	11,961	10,821	13,480
Accrued interest	47,750	49,000	50,000
Open accounts	16,892	11,401	5,219
Cash on hand	57,140	59,105	63,720
Total	$3,374,069	$3,398,067	$3,382,589

Please note date of information at end of each report.

CAPITALIZATION

[illegible]	$ .00.00	$ .00.00	$ .00.00
[illegible]	.00.00	.00.00	.00.00
[illegible]		.00	.00
[illegible]	.75	.00	.00
[illegible]	.25	.25	
[illegible]	.50	.50	.50
[illegible]	.00	.00	.00
[illegible]	.00	.00	.00
Total	$ .00.00	$ .00.00	$ .00.00

Purpose of Issue.—[illegible] the proceeds of the [illegible] bonds will be used [illegible] the acquisition of the [illegible] Railway Company, [illegible] Railway Company, [illegible] Railway Company,


MAP OF
BROOKLYN, N. Y.
SHOWING THE LINES
OF THE
BROOKLYN CITY
AND
NEWTOWN
RAILROAD COMPANY.
DE KALB AVE.
FRANKLIN
U.S. NAVY YARD
NEW YORK
CITY OF
Street Railway Journal

Gauge, 4 ft. 8½ in.; 50 lb. to 94 lb. T, 9 in. girder, box and flat r; 140 horses, 1,956 cars, of which 400 are horse cars, 1,480 are motor cars, 16 are grip cars and 60 trail cars; 16,500 H. P. Babcock & Wilcox boilers, Allis and McIntosh & Seymour engines, Gen Elec. dynamos, Gen. Elec. West. Curtis and Walker motors, Brill, Barney & Smith, Jones, Laconia, L. & F., Pullman, St. Louls and Stephenson cars, Baltimore, Barney & Smith, Brill, L. & F., McGuire, Peckham, Robinson, Taylor and White trucks.

Officers.—Pres. & Gen. Man. Clinton L. Rossiter, V. Pres. T. F. Jackson, Sec. & Treas. T. S. Williams, Chairman of Board, A. N. Brady, Ch. Engr. J. T. Whittlesey, Supt. I. A. McCormack, Pur. Agt. E. LeBars, Ch. Engr. of Track Dept. J. C. Brackenridge, Supt. of Motor Dept. J. H. Van der Veer, Audr. C. D. Meneeley, Gen. Pass. Agt. H. M. Kennedy.

Directors.—Anthony N. Brady, Clinton L. Rossiter, Henry Seibert, Wm. C. Bryant, T. S.Williams, C. D. Meneely, John D. Keiley, J. G. Jenkins, Horace C. Duval, D. H. Valentine, Theo. F. Jackson, S. L. Keeney, John Englis.

General Office, 168 Montague St.

References.—Description of road, Vol. VII, Aug., '91, p. 395 (ill); (brief), Vol. VIII, May, '92, p. 275; change of owner, Vol. IX, Jan., '93, p. 66; description of rail cars (brief), Vol. XIII, Apr., '97, p. 236 (ill.); operating detail Vol. XIII, Apr., '97, p. 225 (ill.); operating detail, Vol. XIII, Apr., '97, p. 224; express service, Vol. XII, June, '96, p. 357.

Date of information, Apr., 1897. a d z

See map between pages 42 and 43.

Brooklyn, Queens County & Suburban Railroad Co.—Chartered Nov., 1893. This is a consolidation on Jan. 16, 1894 of the Broadway R. R. Co., of Brooklyn (inc. 1858), the Broadway Ferry & Metropolitan Avenue R. R. Co. (inc. 1892), and the Jamaica & Brooklyn Road Co. (inc. 1880).

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share. The entire capital stock issued is owned by the Brooklyn Rapid Transit Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $3,500,000; coupon, but may be registered; dated Jan. 16, 1894, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int., payable Jan. and July, at office of the company; trustee of mortgage, New York Guarantee & Idemnity Co., of New York.

First consolidated mortgage 5 p. c. gold bonds, authorized, $4,500,000, issued, $2,500,000; coupon, but may be registered; dated Jan. 16, 1890, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int. payable May and Nov. at office of the company; trustee of mortgage, Central Trust Co., of New York.

The company has assumed the principal and interest of the Jamaica & Brooklyn Road Co.'s first mortgage 5 p. c. gold bonds, outstanding, $240,000; due Jan. 1, 1930; denom. $1,000; int. payable Jan. and July.

Note.—Of the unissued consolidated mortgage bonds ($2,000,000), $1,750,000 may be used for extensions and equipment and $250,000 for the general purposes of the company. These bonds will be a first lien on the construction paid for by their proceeds, and are a second lien on the present property.

Operation.—Year ending Dec. 31,	1894.	1895.	1896.
Receipts from passengers	$570,201	$611,888	$716,297
" other sources	19,253	26,843	9,070
" total	589,454	638,731	725,366
Operating expenses	412,793	433,867	449,665
Earnings from operation	176,661	204,864	275,701
Deductions from earnings.			
Interest on bonds	278,210	312,000	312,000
Taxes	19,490	27,014	42,516
Net deficit	121,039	134,149	78,815
Total deficit	121,039	255,188	334,003

LATER EARNINGS.

Three months ending Mar. 31,	1896.	1897.
Receipts from passengers	$144,906	$154,927
" other sources	1,750	2,342
" total	146,656	157,269
Operating expenses	98,721	107,419
Earnings from operation	47,935	49,850
Deductions from earnings.		
Fixed charges and taxes	88,159	90,302
Net deficit	40,224	40,452
Per cent op. ex. to total receipts	68.1	69.1

Balance Sheet.—Dated	Dec. 31, 1894.	Dec. 31, 1895.	Dec. 31, 1896.	Mar. 31, 1897.
ASSETS.				
Cost of road and equip.	$8,249,870	$8,325,597	$8,372,036	$8,371,886
Bonds in treasury	250,000	250,000	250,000	250,000
Cash	51,203	107,191	92,793	1,739
Coupon deposit	62 500		850	1,025
Accounts collectible	19,321	35,731	21,303	23,914
Supplies	12,745	26,163	1,643	1,644
Insurance, taxes, etc.				9,298
Profit and loss (deficit)	121,038	255,188	334,002	374,455
Total	$8,766,677	$8,999,870	$9,072,627	$9,033,961
LIABILITIES.				
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt	6,490,000	6,490,000	6,490,000	6,490,000
Bills payable	35,500	325,000	435,941	425,000
Interest on bonds	114,333	114,333	114,333	98,833
Open accounts	64,344	68,887	31,503	19,103
Coupons	62,500	1,650	850	1,025
Total	$8,766,677	$8,999,870	$9,072,627	$9,033,961

Plant and Equipment.—Miles of track (electric), 45; gauge, 4 ft. 8½ in.; 309 motor cars; Gen. Elec. and West. motors, Brill, Jones, L. & F. and Stevenson cars, Peckham trucks.

Officers.—Pres. & Gen. Man. C. L. Rossiter, V. Pres. J. G. Jenkins, Sec. & Treas. T. S. Williams, Chairman of Board A. N. Brady, Gen. Supt. I. A. McCormack, Ch. Engr. J. T. Whittlesey, Ch. Engr. of Track Dept. J. C. Brackenridge, Audr. C. D. Meneely, Pur. Agt. E. Le Bars, Gen. Pass. Agt. H. M. Kennedy.

Directors.—C. L. Rossiter, Anthony N. Brady, Henry Seibert, T. S. Williams, D. H. Valentine, Moses May, John G. Jenkins. John G. Jenkins, Jr., Bernard Gallagher.

General Office, 168 Montague St.

Date of information, Apr., 1897. a d z

See map between pages 42 and 43.

Brooklyn Rapid Transit Co.—Chartered Jan. 18, 1896, under the laws of New York, as the successor to the Long Island Traction Co., whose assets were purchased under foreclosure of the collateral trust deed and transferred to the Brooklyn Rapid Transit Co. Annual meeting, second Wednesday in Jan. This company was organized for the purpose of controlling various street railway properties in Brooklyn through ownership of stock, and is not an operating company. The earnings are derived from interest on invested funds, comprising chiefly the $4,000,000 guaranteed funds described below; interest from the Brooklyn Heights Co. on account of the Brooklyn City construction account of about $3,000,000; interest on Brooklyn, Queens County & Suburban R. R. Co.'s first consolidated bonds to the amount of $1,921,000, recently purchased; and from the surplus earnings over and above interest and guaranteed dividend charges of the operating companies which it controls.

The company owns the entire capital stock ($200,000) of the Brooklyn Heights R. R. Co. (lessee of the Brooklyn City R. R. Co.); the entire capital stock ($2,000,000) of the Brooklyn, Queens County & Suburban R. R. Co.; all right, title and interest of the Long Island Traction Co. and the Brooklyn Heights R. R. Co., in the guarantee fund of nearly $4,000,000, which was deposited by the Long Island Traction Co. with trustees to insure the performance of the terms of the lease between the Brooklyn Heights R. R. Co. and the Brooklyn City R. R. Co.; and all right, title and interest of the Brooklyn Heights R. R. Co., in the construction account, now amounting to over $3,000,000, which is a charge against the Brooklyn City R. R. Co., in case of a termination of the lease. For description of leases and of the guarantee fund see Brooklyn Heights R. R. Co.

Capital Stock, authorized and issued, $20,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized; $7,000,000, issued, $5,011,000, in treasury, $489,000, unissued, $1,500,000; dated Oct. 1, 1895, due 1945; denom. $1,000; int. payable Apr. and Oct. at office of the Central Trust Co., 54 Wall St., New York.

Officers.—Pres. Clinton L. Rossiter, V. Pres. H. C. Du Val, Chairman of Board, A. N. Brady, Sec. & Treas. Timothy S. Williams.

Directors.—Clinton L. Rossiter, Timothy S. Williams, William C. Bryant, A. N. Brady, S. L. Keeney, Horace C. DuVal, John G. Jenkins, C. D. Meneely, Henry Seibert, John D. Keiley, Theo. F. Jackson, D. H. Valentine, John Englis.

General Office, 168 Montague St.

References.—Financial report, Vol. IX, Aug., '93, p. 558; description of road (brief), Vol. XII, Oct, '96, p. 605.

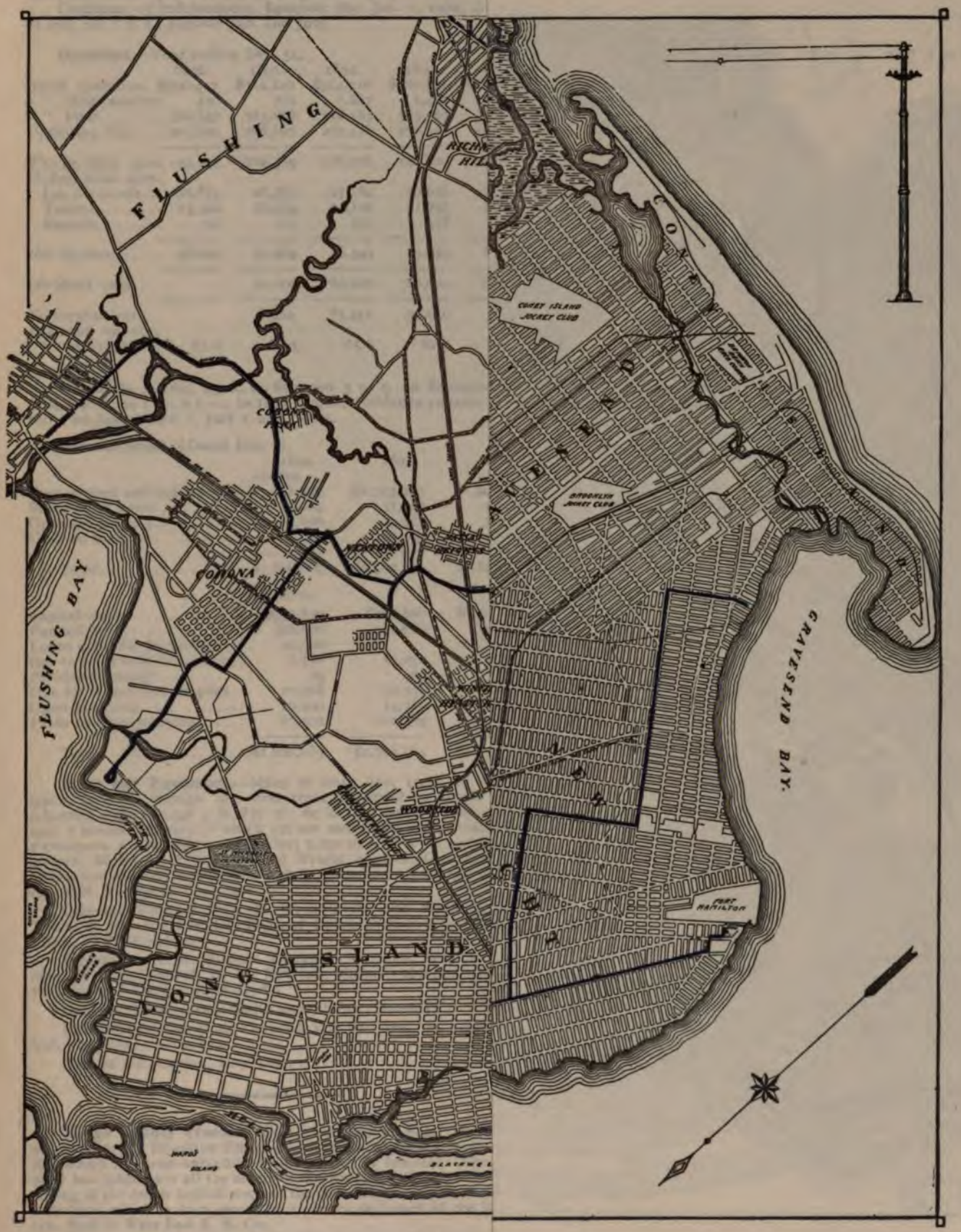
Date of information, Apr., 1897. a z

See map between pages 42 and 43.

Brooklyn Traction Co.—(See Kings County Traction Co.)

Please note date of information at end of each report.

BRNY.


FLUSHING
RICHMOND HILL
COURT ISLAND JOCKEY CLUB
BROOKLYN JOCKEY CLUB
FLUSHING BAY
GRAVESEND BAY
FORT HAMILTON
LONG ISLAND

Coney Island & Brooklyn Railroad Co.—Chartered Dec. 10. 1860, under N. Y. General Railroad Laws of 1850, and special legislation. Annual meeting third Monday in Oct. The Prospect Park & Flatbush R. R. Co. was consolidated with this company on Apr. 1, 1891.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; coupon, but may be registered; dated Jan. 1, 1884, due 1904; denom. $1,000; int. payable Jan. and July.

Certificate of indebtedness, $400,000; due Jan. 1, 1904; denom. $1,000; int. 5 p. c., payable Jan. and July.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. operation..	$300,417	$312,246	$314,316	$380,931	$343,169
" other sources	430	770	1,867	2,436	1,738
" total.....	300,847	313,016	316,183	383,367	344,907
Operating exp....	201,650	208,627	207,478	236,547	225,916
E'rn'gs from op'n.	99,197	104,389	108,706	146,820	118,991
Deduc. from earn.					
Int. on bonds...	38,874	28,700	27,884	30,636	33,750
Taxes.....	13,302	17,034	24,102	21,797	22,032
Rentals.....	171	171	171	428	549
Net income.....	46,850	58,484	56,549	93,959	62,660
Dividend paid....		50,000	60,000	60,000	60,000
To surplus acct...		8,484	†3,451	33,959	2,660
Per cent. op. exp. to total receipts.	67.0	66.3	65.6	61.6	65.5

† Deficit.

Dividends, in 1893, 4 p. c. on $500,000, 3 p. c. on $1,000,000; in 1894, 6 p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.; dividends payable quarterly, on Jan. 2, Apr. 1, July 1, and Oct. 1.

Balance Sheet.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment...	$1,568,499	$1,703,263	$1,806,415
Supplies on hand.....	19,184	15,993	18,360
Open accounts.....	15,656	19,214	18,395
Cash on hand.....	3,351	54,094	7,456
Total.....	$1,606,689	$1,792,564	$1,850,626
LIABILITIES.			
Capital stock.....	$999,800	$999,800	$1,000,000
Funded debt.....	500,000	650,000	700,000
Loans and bills payable.....	10,000		7,500
Int. on fun'd debt due and acc'd.	6,750	16,250	17,500
Dividends unpaid.....	29	29	29
Due for wages and supplies...	12,208	10,340	12,171
Open accounts.....	10,400	14,785	17,909
Profit and loss (surplus).....	67,502	101,359	95,516
Total.....	$1,606,689	$1,792,564	$1,850,626

Plant and Equipment.—Miles of main line, 12.38, of second track, 12.38, of sidings, .25, total track measured as single track (electric), 25.01; gauge 4 ft. 8½ in.; 60 lb. and 90 lb. girder and T rail; 7 horses, 155 cars of which 121 are motor cars and 34 trail cars, 2 sweepers, 1 snow plow, 1 sprinkler; 2,250 H. P. B. & W. and Morrin boilers; McIntosh & Seymour and Wright engines; Gen. Elec. dynamos and motors; Stephenson, L.& B., American, Jones and Brooklyn & N. Y. Supply Co.'s cars.

Officers.—Pres. & Supt. D. W. Sullivan, Sec. Willis Brower, Treas. W. Van Derhoef, Ch. Engr. of Power Station, J. B. Remsen, Elecn. W. N. Voorhees.

Directors.—H. W. Slocum, Chauncey Marshall, Wm. N. Dykman, W. Van Derhoef, D. W. Sullivan, Michael Murphy, Geo. H. Prentiss, J. Ross Curran, S. Coffin.

General Office, corner Smith and 9th Sts., Brooklyn.

References.—Description of road, Vol. VI. June, '90, p. 278 (ill,). Vol. VIII, May, '92, p. 274.

Date of information, May, 1897. a d z y

Kings County Traction Co.—Chartered in Feb., 1896, as a successor to the Brooklyn Traction Co., under a plan of reorganization which has been agreed to by all parties in interest. The company has taken over all the assets of the Brooklyn Traction Co., consisting of the entire capital stock of the Atlantic Avenue R. R. Co., of Brooklyn, which in turn owns the entire capital stock of the Brooklyn, Bath & West End R. R. Co.

The company has leased the two street railway properties named to the Nassau Electric R. R. Co. for 969 years, at a rental of $150,000 for the first two years (ending Mar., 1898) and $180,000 per annum thereafter, together with a sum equivalent to the fixed charges of the Atlantic Avenue R. R. Co. The lessee also agrees to expend $500,000 in improving the system during the first two years.

The company has also given to the lessee a twenty years' option to purchase the capital stock of the Atlantic Avenue R. R. Co. for the sum of $3,600,000.

Capital Stock, authorized and issued, $4,500,000; issued in exchange for the capital stock of the Brooklyn Traction Co.

Dividends.—In Jan. 1897, 1 p. c.; in 1898 and thereafter the rental paid by the lessee will be equivalent to 4 p. c. on the capital stock.

Directors.—J. W. Herring, C. C. Cuyler, Henry Seligman, S. G. Nelson, E. W. Clark, Jr.

References.—Financial standing (brief), Vol. XII, Oct. '96, p. 608.

Date of information, May, 1897. z

The Long Island Electric Railway Co.—Chartered Mar. 5, 1894, to build a road through a number of towns in Queens County, including Rockville Centre, Millburn, Freeport, Merrick, New Bridge and Seaford to Babylon, and also north and south from the mainland, and from Far Rockaway and Rockville Centre to Hempstead Village, Garden City, Mineola and Glen Cove. Annual meeting first Monday in Mar.

Capital Stock, authorized, $600,000, issued, $225,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $600,000, issued, $225,000; dated June 1, 1895, due 1925; int. payable semi-annually; trustee of mortgage, Hamilton Trust Co.

Plant and Equipment.—Miles of track (electric), 18; 70 lb. rail.

Officers.—Pres. A. R. Hart (320 Pearl St., New York City), V. Pres. M. Auerbach, Sec. J. C. Von Arx, Treas. A. G. Greenberg.

Directors.—A. R. Hart, M. Auerbach, F. M. Harris, J. C. Von Arx, A. G. Greenberg, Joseph Hogan, William L. Wood, C. H. Mullin, Charles A. Porter.

General Office, 320 Pearl St., New York.

Date of information, Apr., 1897. a b z

Nassau Electric Railroad Co. (of Brooklyn).—Chartered Mar. 13, 1893. Annual meeting second Tuesday in Apr. This company operates an extensive electric railway system in Brooklyn on franchises originally granted to the Kings County Electric Ry. Co., the Coney Island, Fort Hamilton & Brooklyn R. R. Co., and the Union R. R. Co. of the City of Brooklyn. The lines projected have been nearly completed, and operation was commenced in 1895.

On Apr. 4, 1896, the company leased from the Kings County Traction Co., for 969 years, the property and franchises of the Atlantic Avenue R. R. Co. and the Brooklyn, Bath & West End Co., paying to the lessor a rental of $150,000 for the first two years, and $180,000 per annum thereafter, together with fixed charges. The company also agreed to expend $500,000 upon betterments for the lessor's property in 1896-7. (See Kings County Traction Co.)

Capital Stock, authorized and issued, $6,000,000, all in the hands of the Hamilton Trust Co., of Brooklyn, pending construction of the road; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $4,849,000; dated Apr. 1, 1894, due 1944; denom. $1,000; int. payable Apr. and Oct., at office of R. T. Wilson & Co., of New York; trustee of mortgage, Hamilton Trust Co., of Brooklyn.

Operation.—The following is a combination of the operating reports of the Atlantic Avenue R. R. Co. and of the Brooklyn, Bath & West End R. R. Co., from Jan. 1, 1895, to the date of the lease of these two properties to the Nassau Electric R. R. Co., Apr. 4, 1896; of the Nassau Electric R. R. Co., from the beginning of operation, July 28, 1895, to Apr. 4, 1896; and of the three properties as a whole, from Apr. 4, 1896, to Dec. 31, 1896.

Year ending Dec. 31,	1895.	1896.
Receipts from passengers.....	$1,148,863	$1,690,811
" other sources.....	65,374	75,057
" total.....	1,214,237	1,765,868
Operating expenses.....	908,481	1,040,042
Earnings from operation.....	305,756	725,826
Deductions from earnings.		
Interest.....	303,948	237,873
Taxes.....	30,003	52,072
Rentals.....	13,679	334,220
Net income.....	*41,874	101,661
Per cent. op. exp. to total receipts.....	74.8	58.9

* Deficit.

Balance Sheet.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip	$8,970,488	Capital stock.....	$6,000,000
Supplies.....	27,955	Funded debt.....	4,849,000
Open accounts.....	2,762,508	Loans and bills pay'ble	552,709
Cash.....	268,493	Accrued interest.....	50,597
		Due for wages and supplies.....	73,184
		Open accounts.....	392,915
		Profit and loss (surp.).	111,039
Total.....	$12,029,445	Total.....	$12,029,445

Please note date of information at end of each report.

Plant and Equipment.—

	Owned	Leased
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible] [illegible] [illegible] [

Officers.—Receiver & Pres. Frederick Uhlmann, V. Pres. George W. Wingate, Sec. & Treas. Elisha Dyer, Jr., Gen. Supt. J. D. Barton, Supt. George W. Edwards, Engr. Geo. B. Cornell.

Directors.—Edward Lauterbach, Leonard Lewisohn, Simon Rothschild, Jacob Scholle, Henry Sidenberg, Henry W. Putnam, Jr., Simon Uhlmann, Frederick Uhlmann, Elisha Dyer, Jr., William Halls, Jr., Emil Schaefer, George W. Wingate, Ernst Thalmann.

General Office, 31 Sands St.

References.—Short report, Vol. XI, Mar., '95, p. 179; special construction Vol. IX, Sept., '93, p. 573 (ill.); description of road (brief), Vol., XII, Oct., '96, p. 605.

Date of information, May, 1897. a d z y

The Fulton Elevated Railway Co.—(See Kings County Elevated Ry. Co.)

Kings County Elevated Railway Co.—Chartered Jan. 6, 1879. Annual meeting second Wednesday in Jan. This company leases a portion of the mileage of the Brooklyn & Brighton Beach R. R. (a steam road) and runs through trains to Brighton Beach, over the tracks of that company.

In Aug., 1896, the company having defaulted on the interest of its bonds, a receiver was appointed for the property, and the company is now in process of reorganization.

Capital Stock, issued, $4,750,000; par value, $100 per share.

Funded Debt.—First mortgage 5 and 6 p.c. gold bonds, authorized, $550,000 per mile, issued, $3,431,000; coupon, but may be registered; dated July 1,1885, due Jan.1, 1925; denom. $1,000; int. ($200,000 bears 6 p. c.), payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Fulton Elevated Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, $550,000 per mile, issued $2,543,000; coupon, but may be registered; dated Mar. 1, 1889, due, 1929; denom. $1,000; int. payable Mar. and Sept. at office of Mercantile Trust Co., of New York; trustee of mortgage, Central Trust Co., of New York.

Second mortgage 5 p. c. gold bonds, authorized, $550,000 per mile, outstanding (see Note), $262,000; coupon, but may be registered; dated Jan. 25, 1888, due Apr. 1, 1938; denom. $1,000; int. payable Apr. and Oct.; trustee of mortgage, Central Trust Co., of New York.

Second mortgage coupon debenture bonds, authorized $506,500, outstanding (see Note), $8,550; dated Apr. 1, 1890, due 1900; denom. $150; int. payable Apr. 1 at the rate of 1 p. c. the first year, 3 p. c. the second year, 5 p. c. the third year and 6 p. c. thereafter.

Second mortgage 6 p. c. collateral trust cumulative income bonds, "Series A," authorized $1,000,000, outstanding (see Note), $996,000; dated Oct. 1, 1893, due Apr. 1, 1938; int. commences Aug. 1, 1894; issued to provide for floating debt, improvements, etc.

Second mortgage 6 p. c. collateral trust cumulative income bonds, "Series B," authorized, $500,000, outstanding (see Note), $453,500; dated Oct. 1, 1893, due Apr. 1, 1938; int. commences Oct. 1, 1893; issued to retire the old second mortgage coupon debentures, due 1900, and six months' interest thereon at 3 p. c.

6 p. c. non-cumulative income debenture bonds, authorized, $3,545,850, outstanding (see Note), $3,270,500; dated Oct. 1, 1893, due Apr. 1, 1938, were offered in exchange for the entire original issue of second mortgage bonds ($3,777,000) with the addition of one year's interest thereon at 5 o. c.

Note.—Both issues, viz., "Series A" and "Series B" of the second mortgage collateral trust bonds and the income debenture bonds above described are secured in successive order by the deposit with the trustee of not less than $3,000,000 of the original second mortgage bonds, and also of the coupon debentures pursuant to the provision of a Readjustment Trust agreement. The description of the debenture bonds and the income bonds given above shows the amounts outstanding on Dec. 31, 1896. Since that time a part of these outstanding bonds have been deposited in accordance with the readjustment agreement.

Operation.—Year ending

	Dec. 31, 1892.	Dec. 31, 1893.	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1896.
Rects. from op'n..	$918,162	$844,935	$726,974	$842,364	$767,337
" other.....	3,638	1,867	4,351	16,211	14,400
" total.....	921,800	846,802	731,325	858,575	781,737
Operating exp....	556,788	543,675	493,289	517,941	512,752
E'rn'gs from op'n.	365,012	303,127	238,036	340,634	268,985
Deducs. fr'm earns.					
Int. on bonds.	234,186	239,323	155,653	255,617	299,350
Taxes	60,097	48,616	47,911	50,137	53,158
Rentals	2,000	2,000	2,000	668	
Other deducs.	88,200	112,780	123,041	50,714	12,526
Net deficit.....	19,471	99,592	90,569	16,502	96,049
P.c.op. exp. to total rec'ts.....	60.4	64.2	67.4	60.3	65.6

Balance Sheet.—Dated

	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1896.
ASSETS.			
Cost of road and equip.....	$10,207,840	$14,307,954	$14,675,777
Cash assets.....	92,107	68,664	88,300
Bills receivable.....	44,250	13,000	40,550
Deferred interest.....	631,747		
Stocks and bonds of other cos.	180,750	273,000	360,500
Leased equipment.....			48,550
Supplies.....	25,900	23,157	19,668
Other assets.....	262,352	290,626	91,237
Profit and loss (deficit).....	152,897	759,178	817,838
Total.....	$11,597,843	$15,735,579	$16,142,420
LIABILITIES.			
Capital stock.....	$3,250,000	$ 4,750,000	$ 4,750,000
Funded debt.....	7,202,950	9,799,950	10,692,689
Subscriptions to income bonds.	361,950	364,625	
Bills payable.....	178,952	206,200	430,108
Bonds and mortgages.....	12,000	38,500	38,500
Accrued int.....	88,279	131,610	132,216
Int. in proc. of funding.....	182,797	205,747	
Int. Fulton Elev. Ry. bond guar..	41,190		
Equipment lease warrants.....	45,720	39,980	34,720
Wages and supplies.....	45,514	61,003	64,186
Other liabilities.....	198,491	137,964	
Total.....	$11,597,843	$15,735,579	$16,142,420

Plant and Equipment.—Miles of main line, 8.33, of second track, 8.33, of third track, 1.34, of sidings, 3.53, total track (elevated steam), 21.53; gauge, 4 ft. 8½ in.; 70 lb. T rail; 154 cars, 44 locomotives; Grant and Rhode Island engines, Pullman cars.

Officers.—Receiver & Pres. Jas. Jourdan, V. Pres. August Belmont, Sec. H. J. Robinson, Treas. Jas. H. Frothingham, Gen. Man., Pur. Agt. & Supt. W. T. Goundie, Ch. Engr. O. F. Balston.

Directors.—Jas. Jourdan, Jas. R. Carter, H. J. Robinson, Edw. A. Abbott, S. Newton Smith, August Belmont, Jas. H. Frothingham, Jas. O. Sheldon, Wm. A. Read.

General Office, 540 Franklin Ave.

Date of information, May., 1897. d z y

Seaside & Brooklyn Bridge Elevated Railroad Co.—(See Brooklyn Elevated R. R. Co.).

NEW CORPORATION.

Brooklyn, Newtown & Bowery Bay Railroad Co.—Chartered Oct. 19, 1894, to operate a street surface road in Newtown, with termini at Penny Bridge, Lutheran Cemetery and Bowery Bay. The road is not yet in operation, but franchise and consents of property owners have been secured. Annual meeting first Monday in Oct.

Capital Stock, authorized, $100,000, issued, $11,000.

Officers.—Pres. A. C. Combes (Newtown), V. Pres. & Treas. S. F. Worthington, Sec. Clarence E. Mundy.

Directors.—A. C. Combes, S. F. Worthington, Clarence E. Mundy, Marshall P. Warrin, B. G. Meiniklsein.

General Office, Newtown, N. Y.

Date of information, Apr., 1897. b z

BROWNSTOWN, IND.

Population in 1880, 849, in 1890, 1,422.

Brownstown & Ewing Street Railway Co.

CAPITAL STOCK, authorized, $5,000, issued, $3,500.

PLANT AND EQUIPMENT.—Miles of track, (horse)2; gauge, 5 ft. 4 in.; T rail; 10 horses, 2 horse cars.

OFFICERS.—Pres. & Supt. F. Falk, V. Pres. & Sec. W. L. Boyatt, Treas. G. H. Heins.

Date of information, Apr., 1897. z

BRUNSWICK, GA.

Population in 1880, 2,891, in 1890, 8,459, in 1894 (local estimates), 12,000.

Brunswick Street Railroad Co.—This company has been disolved and the rails removed.

Date of information, Aug., 1896.

BUFFALO, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Buffalo is situated in the western part of New York State at the confluence of the Niagara River with Lake Erie. It is the county seat of Erie County.

Industries.—The city of Tonawanda is eleven miles north of Buffalo and is connected with the latter by street railway lines. The electric railway lines also connect with Depew and Lancaster eight miles east of Buffalo.

Railroad and Steamship Connections.—The New York Central & H. R. R., the Erie R. R., the Delaware, Lackawanna & Western R. R., the West Shore R. R., the Lake Shore & Michigan Southern R. R., the New York, Chicago & St. Louis R. R., the Buffalo, Rochester & Pittsburgh R. R., the Western New York & Pennsylvania R. R., the Lehigh Valley R. R., and the Michigan Central R. R. terminate at Buffalo, and make it one of the important railroad centers of the country. The Grand Trunk R. R. reaches Niagara Falls and furnishes another outlet to the North and West. The city is also connected with all ports on the Great Lakes by regular lines of freight and passenger steamers.

Manufacturing and Commercial Interests.—A capital of about $50,000,000 is employed in the various manufacturing industries of the city, the principal productions being manufactured iron and steel, machinery, agricultural implements, carriages and wagons, cleaned grain and flour, furniture, pianos, vessels, sewerage pipes, packed and dressed meats and other slaughter house products, malt liquors, lumber, planing, leather, soap and candles, four patent medicines and compounds. Buffalo handles an immense amount of grain and flour, livestock, coal, lumber, iron and steel. Its lake and railroad connections making it an important distributing point. About 30,000 hands are employed in the manufacturing industries, receiving in wages about $25,000,000 per annum and the value of the manufactured product is about $100,000,000 per annum.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $1,050,000; 13 state banks with capital and surplus of $3,050,646; 21 trust companies with capital and surplus of about $[illegible]. The total banking capital is $9,750,646.

	1890.	1895.	Latest.
Population	255,664	255,664	365,000
Area, in square miles			42
Population per sq. mile			
Assessed Valuation.			
Real estate, 60% in 1896	$ 76,333,208	$ 151,336,325	$ 220,260,650
Personal property	$ 7,622,375	$ 11,000,125	$ 14,360,710
Total	$ 83,960,583	$ 162,336,450	$ 234,621,360
per cap.	$ 328	$ 632	
*Municipal Debt, net	$ 3,211,934	$ 10,243,000	$ 12,125,202
" per cap.	$ 13	$ 42	
Tax Rate, per $1,000	$	$ 20.34	$ 20.35
Manufacturing Interests.			
No. of establishments	1,133	3,559	
Capital invested	$ 26,247,637	$ 47,367,154	
" " per cap.	$ 103	$ 185	
No. of employes	12,121	49,000	
Wages per annum	$ 7,442,109	$ 24,617,402	
Cost of materials	$ 27,552,186	$ 51,162,770	
Value of product	$ 42,937,701	$ 96,442,614	
Banking Capital	$		$ 9,750,646
" per cap.	$		

* Including water debt, deducting sinking fund. a 1896. b 1897. c Census.

STREET RAILWAY SYSTEM Descriptive.

The street railway lines of Buffalo originate in the extremely small business district of the city, and thence branch out north and east over an unusually large residential area, triangular in shape and containing a large number of small homes. Main Street, the principal thoroughfare into which all the cars turn at various points, divides the city into two sections, locally called the East Side and the West Side. The arrangement of lines is such that traffic is necessarily large, and will greatly increase under the stimulus of electric motive power which has now been introduced over the entire system. With the development of the immense water power at Niagara Falls, and the consequent stimulus given to manufacturing industries in Western New York, it is believed that the growth of Buffalo within the next few years will be unprecedented. There are numerous and unusually beautiful parks in various parts of the city, and the pleasure travel in summer is an important source of revenue. The street railway mileage is controlled by the Buffalo Ry. Co., as follows:

	Owns	Operates
Buffalo Ry. Co.	76.99	150.32
Total		150.32

STREET RAILWAY SYSTEM—Present Companies.

Buffalo Railway Co.—Chartered Nov. 21, 1890, for 999 years. Annual meeting third Tuesday in Nov. This is a consolidation of The Buffalo Street R. R. Co., The Buffalo East Side Street Ry. Co. and The West Side Street Ry. Co. The company operates the system of the Crosstown Street Ry.

Capital Stock, authorized, $6,000,000, issued $5,370,500, in treasury $629,500; par value $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. bonds, authorized, $5,000,000, issued, $3,543,000, in escrow (see Note), $1,457,000; coupon but may be registered, dated Feb. 1, 1897, due 1937; denom. $1,000; int. payable Feb. and Aug. at office of the company in Buffalo and at office of Cuyler, Morgan & Co., in New York; trustee of mortgage, Industrial Loan & Trust Co., of Philadelphia.

Buffalo Street R. R. Co. first mortgage 5 p. c. bonds, authorized and issued, $350,000; dated May 1, 1893, due 1913; int. payable May and Nov. Second mortgage 6 p. c. and 7 p. c. bonds, authorized and issued $850,000; dated July 1, 1875, due 1905; int. payable in Jan. and July.

Buffalo East Side Street Ry. Co.'s first mortgage 7 p. c. bonds, authorized and issued, $500,000; dated June 1, 1874, due 1904; int. payable in June and Dec.

Buffalo East Side Street Ry. Co.'s second mortgage 6 p. c. bonds, authorized, $500,000; issued, $293,500; dated Sept. 1, 1882, due 1912; int. payable Mar. and Sept.

Eight real estate mortgages, $170,257.

The company has guaranteed the principal and interest of the Crosstown Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized $1,000,000, issued $[illegible], in treasury, $600,000; coupon, but may be registered; dated May 1, 1892, due 1932; denom. $1,000; int. payable May and Nov. at office of Metropolitan Trust Co., of New York, trustee of mortgage.

Note.—The unissued consolidated mortgage bonds ($1,457,000) are reserved in the hands of the trustee to retire the prior liens on the properties of constituent companies described above.

Franchises.—The company's franchises are practically perpetual, having still about 960 years to run.

Operation.—Consolidated report Buffalo Ry. Co., and Crosstown Street Ry. Co., for year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from pass.	$1,450,257	$1,510,168	$1,687,611	$1,339,334
" other sources	25,846	26,115	26,552	27,677
" total	1,476,103	1,536,284	1,714,163	1,367,061
Operating expenses	902,393	856,631	877,123	1,013,625
Earnings from oper'n	573,709	679,653	837,040	343,436
Deduc. from earn.:				
Interest	349,934	356,695	432,079	449,704
Taxes	80,976	82,222	95,434	105,401
Net income	142,749	210,736	309,527	293,331
Per cent. op. exp. to total receipts	61.14	55.77	51.16	54.50

STATISTICS OF OPERATION.

Year ending June 30,	1895.	1896.
Passengers carried	35,644,704	39,571,328
Car miles run	5,897,292	6,262,500
Passenger receipts per car mile	$.216	$.204
Operating expenses per car mile	.111	.108

Balance Sheet.—Buffalo Ry. Co., dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$	$11,692,919	$11,787,377
Cost of road	8,857,893		
" equipment	2,617,740		
Stocks and bonds		355,000	355,000
Supplies		48,056	29,825
Open accounts		53,549	231,900
Cash assets	72,154	34,947	12,802
Other assets	392,575		5,014
Total	$11,970,362	$12,184,471	$12,421,918
LIABILITIES.			
Capital stock	$5,370,500	$5,370,500	$5,370,500
Funded debt	5,170,257	5,170,257	5,178,257
Bills payable	517,103	533,437	826,433
Other liabilities	464,546	491,803	359,554
Profit and loss (surplus)	447,956	618,475	687,174
Total	$11,970,362	$12,184,471	$12,421,918

Plant and Equipment.—Miles of track (electric) owned 76.99, controlled and operated, 150.32; gauge, 4 ft. 8½ in.; 94 lb. girder rail; 400 horses, 503 cars, of which 400 are motor cars and 103 trail cars; 6,250 H. P. engines; Lake Erie engines, B. & W. boilers, Gen. Elec. dynamos and motors.

Officers. Pres. Henry M. Watson, V. Pres. & Gen. Man. H. H. Littell, Sec. & Treas. Jos. S. Baecher, Supt. Peter C. Deming.

Directors. R. L. Fryer, H. Sellers McKee, C. C. Cuyler, Daniel O'Day, H. M. Watson, H. H. Littell, S. S. Spaulding, George Urban.

Please note date of information at end of each report.

Jr., J. N. Scatcherd, J. L. Williams, T. DeWitt Cuyler, Horace Magee, James B. Speed.

General Office, 180 Main Street.

References.—Description of road, Vol. VII, Feb., '91, p. 68 (ill.); Vol. VII, Aug., '91, p. 391 (ill.); (brief), Vol. X, Aug., '94, p. 515; Vol. XI, Mar., '95, p, 139, (ill.); annual report, Vol. X, June, '94, p. 410; Vol. XI, Mar., '95, p. 179; description of road (brief), Vol. XII, Oct., '96, p. 606; Niagara power, Vol. XII, Dec., '96, p. 772 (ill.); high voltage transmission line, Vol. XII, Aug. '96, p. 488 (ill.).

Date of information, Apr., 1897. a b z

Crosstown Street Railway Co. of Buffalo.—(Operated by Buffalo Ry. Co.). Chartered Feb, 1, 1890. Annual meeting third Tuesday in Nov.

Capital Stock, authorized, $3,000,000, issued $2,366,000; all in treasury of the Buffalo Ry. Co.

Funded Debt.—Guaranteed by Buffalo Ry. Co., which see for detailed description.

Operation.—Included in report of Buffalo Ry. Co. (which see).

Balance Sheet.—Dated June 30, 1894.

	1894.	1895.	1896.
ASSETS.			
Cost of road	$3,430,695	$3,941,742	$4,109,744
" equipment	273,311	370,917	527,361
Cash assets	5,848	36,374	24,138
Bills receivable			4,000
Materials and supplies			29,911
Open accounts	92,291	319,040	257,516
Total	$3,802,145	$4,668,073	$4,952,670
LIABILITIES.			
Capital stock	$1,890,000	$2,277,000	$2,366,000
Funded debt	1,662,000	2,277,000	2,366,000
Int. funded debt due and accrued	10,933	16,058	16,800
Loans			71,662
Bills payable	60,496		
Accounts payable		9,090	19,821
Open accounts	100,995		
Sundries	4,527	5,784	
Profit and loss (surplus)	73,193	83,140	
Total	$3,802,145	$4,668,073	$4,952,670

Plant and Equipment.—Miles of track (electric), 83.12; gauge, 4 ft. 8½ in.; 62 lb. to 94 lb. girder rail; 200 motor cars; Gen. Elec. motors.

General Office, 180 Main St., with Buffalo Ry. Co.

Reference.—Increase of stock, Vol IX, Feb., '93, p. 128.

Date of information, Apr., 1897. b z

Buffalo & Niagara Falls Railway Co.—This is a consolidation of the Buffalo & Niagara Falls Electric Ry. Co. and the Buffalo & Tonawanda Electric Ry. Co. The company operates a line from the Buffalo city limits, through Tonawanda and North Tonawanda to the city limits of Niagara Falls. Power is furnished from the Niagara Falls water power electric plant, delivered at Tonawanda. Traffic arrangements have been made with the Buffalo Ry. Co. and the Niagara Falls & Suspension Bridge Ry. Co., by which the company has the the right to run its cars over the lines of the two companies named, this right being exclusive as against any other company operating between Buffalo and Niagara Falls. Operation was commenced Sept. 21, 1895. Annual meeting third Wednesday in June.

Capital Stock, authorized and issued, $1,250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Jan. 15, 1895, due 1945; coupon, but may be registered; denom. $1,000; int. payable Jan. and July.

Operation.—Year ending June 30, 1896.

Gross receipts	$73,537
Operating expenses	49,961
Earnings from operation	23,576
Deductions from earnings.	
Interest	27,800
Taxes	1,621
Net deficit	5,845

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$10,102
Transportation expenses	30,712
Maintenance of way and buildings	2,584
" " equipment	6,563
Total	$49,961

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	662,445
Car miles run	620,222
Gross receipts per car mile	$.119
Operating expenses per car mile	.081

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$1,770,228	Capital stock	$1,250,000
" equipment	331,942	Funded debt	750,000
Cash	3,196	Accounts payable	46,832
Due by agents	349	Bills payable	67,913
Open accounts	179		
Material aad supplies.	915		
Mortgages	2,091		
Profit and loss (deficit)	5,845		
Total	$2,114,745	Total	$2,114,745

Plant and Equipment.—Miles of track (electric), 30; gauge, 4 ft. 8½; 73 lb. rail; 35 motor cars, each equipped with four 50 H. P. motors.

Officers.—Pres. W. Caryl Ely (Niagara Falls), Sec. & Treas. Burt Van Horn, Gen. Man. C. K. Marshall.

Directors.—W. Caryl Ely, H.H. Littell, Henry M. Watson, Burt Van Horn, H. J. Pierce, Robert L. Fryer, Geo. H. Dunbar, John J. McWilliams, J. T. Jones.

General Office, La Salle, N. Y.

References.—Description of road, Vol. XI, Oct., '95, p. 624 (ill.).

Date of information, Nov., 1896. b

NEW CORPORATION.

Buffalo Traction Co.—This company has franchises to build its lines on 65 miles of street in Buffalo, 30 of which it expects to construct this year. For this purpose the Erie Construction Company has been organized with the same officers as the Buffalo Traction Co. This company controls the Buffalo, Kenmore & Tonawanda Electric R. R.

Plant and Equipment.—Miles of track (electric), 12; 10 cars, of which 4 are motor cars and 6 trail cars.

Officers.—Pres. E. G. S. Miller, Sec. H. P. Bissell, Treas. & Gen. Man. Jos. B. Mayer.

General Office, S. Morgan Bldg., Buffalo.

Date of information, Apr., 1897. d z

BURLINGTON, IA.

Population in 1880, 19,450, in 1890, 22,565.

Burlington Electric Railway Co.—This is a consolidation, in 1891, of four horse railways previously operating independently. This property has been sold under foreclosure of mortgage, and the company is in process of reorganization. In 1897 the property was reported sold to Boston capitalists.

CAPITAL STOCK, $650,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated July 1, 1890, due 1910; denom. $1,000; int. payable Jan. and July, at American Loan & Trust Co., of Boston, trustee of mortgage.

Second mortgage 4 p. c. bonds, $125,000; dated Mar. 1, 1891, due 1911; int. payable Mar. and Sept., at American Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. T rail; 22 cars, of which 15 are motor cars and 7 trail cars; West. engines, dynamos and motors, Stephenson cars.

OFFICERS.—Pres. F. G. Jones, V. Pres. H. C. Garrett, Sec. Edwin G. McInnes, Treas. Jenny M. Jones, Supt. & Pur. Agt. C. D. Jones.

REFERENCES.—Description of road, Vol. VII, Oct., '91, p. 552 (ill).

Date of information, Apr., 1897. y

BURLINGTON, N. J.

Burlington & Mount Holly Traction Railroad Co.—This company commenced operation in Aug., 1895. It operates over track belonging to the Camden & Burlington County R. R. (a steam road).

CAPITAL STOCK, $25,000.

OPERATION.—	6 mos. ending Dec. 31, 1895.	Year ending Dec. 31, 1896.
Receipts from passengers	$5,936	$13,331
" other sources	144	789
" total	6,080	14,120
Operating expenses	9,676	20,331
Deficit from operation	3,596	6,211

PLANT AND EQUIPMENT.—Miles of track (electric), 7.15.

OFFICERS.—Treas. F. W. Schwarz.

Date of information, Apr., 1897. b z

Please note date of information at end of each report.

BURLINGTON, VT.

Population in 1880, 11,365, in 1890, 14,590, in 1896, 18,000.

Burlington Traction Co.—Chartered in 1896 as the successor to the Winooski & Burlington Horse R. R. Co. Annual meeting in July.

CAPITAL STOCK, authorized, $200,000, issued, $182,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p c. gold bonds, authorized, $150,000, issued, $120,000; dated Jan. 1, 1894, due 1924; denom. $500 and $1,000; int. payable Jan. and July, at office of Burlington Trust Co., trustee of mortgage.

DIVIDENDS.—In 1893, 4 p. c. Dividends payable Jan. and July at Burlington, Vt.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 50 lb. T rail; 18 motor cars; Gen. Elec. dynamos and motors, Gilbert and Jones cars.

OFFICERS.—Pres. Elias Lyman, V. Pres. J. A. Powers, Sec. B. H. Eagan, Treas. W. F. Hendee, Supt. T. B. Jones, Elecn. F. A. Cole, Ch. Engr. of Power Station C. D. Nash.

DIRECTORS.—Elias Lyman, W. F. Hendee, J. A. Powers, C. W. Brownell, A. E. Richardson, F. C. Kennedy, A. O. Humphrey, John J. Flynn, J. S. Pierson.

GENERAL OFFICE, 182 College St.

Date of information, Jan., 1897.

Mt. Mansfield Electric Railroad Co.—Chartered Feb., 1894, to construct an electric railway between Waterbury and Stowe, a distance of ten miles. Operation not yet commenced, so far as known.

OFFICERS.—Pres. P. D. Pike, V. Pres. C. L. McMahon, Treas. F. O. Burt, Clerk L. C. Moody.

DIRECTORS.—E. D. Blackwell, O. E. Luce, W. P. Dillingham, G. E. Moody, Charles Dewey, F. O. Burt, M. C. Lovejoy P. E. Moody.

Date of information, Feb., 1895.

Military Post Street Railway Co.

CAPITAL STOCK, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5, of road, 5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. F. C. Kennedy, Sec. C. W. Brownell, Treas. & Man. J. J. Flynn, Supt. F. H. Andrews, Elecn. & Ch. Engr. of Power Station, T. E. Smith.

GENERAL OFFICE.—Burlington, Vt.

Date of information, Apr., 1897. a b z

BUTTE, MONT.

Population in 1880, 3,363, in 1890, 10,723.

Butte Consolidated Railway Co.—Chartered Apr., 1887, as a successor to the Metropolitan Electric Ry. Co. and the Butte City Street Ry. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $500,000; dated 1891, due 1911; int. payable Jan. and July, at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 15.68; operated by electricity, 14.18, by cable, 1.5; gauge, 4 ft. 8½ in. (gauge of cable line 3 ft.); 40 lb. and 52 lb. T rail; 23 cars, of which 1 is a horse car, 13 are motor cars, 4 are grip cars and 5 trail cars; 425 H. P. engines, 300 H. P. dynamos, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos, Sprague motors, St. Louis and Stephenson cars, Peckham, Graham and Stephenson trucks.

OFFICERS.—Pres. W. A. Clark, V. Pres. W. L. Hoge, Sec. A. H. Wethey, Treas. Alex. J. Johnston, Gen. Man. J. R. Wharton, Supt. J. S. Wathey, Ch. Engr. D. J. Hartnell, Elecn. George Whitcomb.

DIRECTORS.—W. A. Clark, W. L. Hoge, Chas. S. Warren, Chas. W. Clark, Alex. J. Johnston.

GENERAL OFFICE, Main and Park Sts.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 246 (ill).

Date of information, Apr., 1897. a b z

CAIRO, ILL.

Population in 1880, 9,012, in 1890, 10,324.

Egypt Electric Co.—This is the successor to the Delta Electric, Power, Light & Street Car Co., which was sold under foreclosure. Chartered July 7, 1896, for 50 years. Annual meeting June 25.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Russell engines, Detroit, Nat. and Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. W. Kluge, V. Pres. A. Lewis, Sec. & Treas. C. V. Nuff, Supt. O. L. Hyatt, Ch. Engr. J. M. Temple.

DIRECTORS.—Wm. Kluge, A. Lewis, H. Hasenjaeger, J. H. Galligan, C. V. Nuff.

GENERAL OFFICE, 209 Eighth St.

Date of information, Feb., 1897. a

Cairo Electric Railway Co.

CAPITAL STOCK, authorized, $75,000, issued, $52,400.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $75,000, issued, $52,400; dated June 1, 1891, due 1911; int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.86; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 cars, of which 8 are motor cars and 2 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Laclede and St. Louis cars.

OFFICERS.—Pres. & Treas. E. W. Halliday, V. Pres. C. O. Patier, Sec. C. Cunningham, Supt. & Pur. Agt. Edwin Halliday, Elecn. W. A. Rittenhouse, Ch. Engr. of Power Station T. O. Schlosser.

GENERAL OFFICE, 511 Levee St.

Date of information, Sept., 1895.

CALAIS, ME.

Population in 1880, 6,173, in 1890, 7,290.

Calais Street Railway Co.—Chartered Mar. 17, 1893. This company leases and operates the St. Stephen Electric Street Ry. Annual meeting in May.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share. Dividends, 3. p. c. per annum.

FUNDED DEBT.—First mortgage, 6 p. c. bonds, authorized and issued, $100,000; dated, June 1, 1894, due, 1904; int. payable June and Dec.

OPERATION.—Year ending, June 30,	1895.	1896.
Receipts from passengers	$25,056	$25,476
" other sources		231
" total	25,056	25,707
Operating expenses	17,960	17,504
Earnings from operation	7,096	8,203
Deductions from earnings.		
Interest on bonds	6,000	5,988
Taxes		481
Net income	1,096	1,734
Dividends	3,000	
Deficit	1,904	1,319
Total deficit		3,053
Per cent. op. exp. to total receipts	71.7	68.1

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 4,172
Maintenance of way and buildings	2,013
" " equipment	1,429
Transportation expenses	9,890
Total	$17,504

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	548,343
Car miles run	183,960
Total receipts per car mile	$.140
Operating expenses per car mile	.095

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$149,000	Capital stock	$100,000
Cost of equipment	19,800	Funded debt	100,000
Other permanent invest's	31,200	Loans and bills payable	6,084
Cash and current assets	6,084		
Total	$206,084	Total	$206,084

PLANT AND EQUIPMENT.—Miles of track (electric), 7, of road, 7; gauge, 4 ft. 8½ in.; 48 lb. T rail; 8 motor cars; West. dynamos and motors, Ball engines, Briggs and Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. Geo. A. Curran, Sec. Chas. D. Hill, Treas. Chas. W. Young, of St. Stephen, N. B.; Supt. Chas. F. Pray.

DIRECTORS.—Geo. A. Curran, Chas. D. Hill, W. H. Pike, Chas. F. Pray, C. W. Young, of Calais, Me.

Date of information, Apr., 1897. b z

Please note date of information at end of each report.

CAMDEN, N. J.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Camden is situated in the western part of New Jersey, on the Delaware River, opposite Philadelphia. It is the capital of Camden County.

Suburbs.—The townships of Pavonia, Merchantville, Collingswood, Gloucester and Woodbury are conneeted with Camden by street railway lines.

Railroad and Steamship Connections.—The Atlantic City R. R. and the Pennsylvania R. R. enter the city, and it is connected with Philadelphia by five ferries.

Manufacturing and Commercial Interests.—A capital of about $9,700,000 is employed in the various manufacturing industries of the city, the principal productions being cast and rolled iron, machinery, ships, stoves, textiles, chemicals, carriages and wagons, lumber, boots and shoes, oilcloth, paints, dyes, fertilizers and shawls. Many of the iron foundries of Camden are of the largest class, and it has a large trade in their products.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $975,000, and 3 trust companies, with capital and surplus of $465,000. The total banking capital is $1,440,000.

	1880.	1890.	Latest.
Population	41,659c	58,313c	63,000a
Area, in square miles	.....	.....	5.24b
Population per square mile	.....	.....	12,023b
Assessed Valuation.			
Real estate (80% actual value)	$ 9,908,236	16,741,770	22,550,702d
Personal property	$ 1,657,850	1,200,280	1,761,350d
Total	$ 11,566,085c	17,942,050c	24,312,052d
" per cap	$ 278	307	.....
***Municipal Debt,** net	$ 1,164,900c	1,331,850c	1,437,748d
" " per cap	$ 28	23	.....
Tax Rate, per $1,000	$ 22.00		22.00d
Manufacturing Interests.			
No. of establishments	321	480	.....
Capital invested	$ 5,032,835c	9,705,431	.....
" " per cap	$ 121	157	.....
No. of employes	4,370	7,527	.....
Wages per annum	$ 1,626,306	4,031,557	.....
Cost of materials	$ 4,348,710	8,477,294	.....
Value of product	$ 7,644,705	15,041,113	.....
Banking Capital	$	.....	1,440,000b
" " per cap	$	.....	.....

*Including water debt, deducting sinking fund. a Local estimates. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Present Companies.

Camden & Suburban Railway Co.—Chartered 1896, for the purpose of effecting a consolidation of the Camden Horse R. R. Co., and the West Jersey Traction Co. On Apr. 1, 1896, this company began operating the lines of the Camden Horse R. R. Co. under lease.

Capital Stock, authorized, $1,000,000, issued, $900,000, paid in, $90,000; par value, $25 per share.

Funded Debt.—None. Floating debt, Dec. 31, 1896. $61,250.

Operation.—For the period from Apr. 1, 1896, to Dec. 31, 1896.

Gross receipts	$188,641
Operating expenses	167,494
Earnings from operation	21,147

Plant and Equipment.—Miles of track, 7.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. M. W. Hall, Treas. H. Lippincott.

Directors.—Wm. S. Scull, B. C. Reeve, G. G. Browning, F. W. Ayer, H. Lippincot, Edw. Dudley, W. P. Logan, C. S. Crowell.

Date of information, May, 1897. b

Camden Horse Railroad Co.—Chartered Mar. 23, 1866.

Leased to the Camden & Suburban Ry. Co. on Apr. 1, 1896.

Capital Stock, authorized and issued, $250,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $250,000; due 1909; int. payable at office of New Jersey Trust Co., of Camden.

First consolidated mortgage, authorized, $500,000, issued, $250,000, in escrow (see Note), $250,000; dated May 1, 1892, due 1912; denom. $500; int. payable May and Nov., at office of New Jersey Trust Co., of Camden, trustee of mortgage.

Note.—$250,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds.

Operation.—Years ending Dec. 31,

	1892.	1893.	1894.	1895.	*1896.
Gross receipts	$162,835	$180,872	$199,528	$233,962	$146,444
Op. exp. and fixed charges	135,914	142,762	171,035	207,242	66,428
Net income	26,921	38,110	28,493	26,720	80,016
Dividends paid	20,000	20,000	20,000	20,000	35,000
To surplus acct	6,921	18,110	8,493	6,720	45,016

* This property has been operated by the Camden & Suburban Ry. Co. since Apr. 1, 1896, and the operations since that date are included in the report of that company. The above report is for 3 months ending Apr. 1, 1896.

Dividends.—In 1896, $35,000.

Plant and Equipment.—Miles of track (horse and electric) 32; gauge, 5 ft.; 47 lb. to 80 lb. side bearing, duplex and girder rail; 25 horses, 80 cars, of which 7 are horse cars, 55 are motor cars and 18 trail cars; West. and Ball engines, Gen. Elec. and West. dynamos and motors, Brill, L. & F. and Stephenson cars.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. Morris W. Hall, Treas. G. G. Browning, Supt. S. J. Fenner.

General Office, 307 Market St.

Date of information, Jan., 1897. b

West Jersey Traction Co.—Municipal franchise granted Oct. 25, 1894, to operate lines from City Line and Haddon Avenue to Federal St., to Arch St.. to Fourth St., to Linden St., to Front St., to Cooper St., to Delaware St., to Market St. This company has asked for several other franchises, which have been contested by the Camden Horse R. R. Co.

Date of information, Apr., 1896.

Camden, Gloucester & Woodbury Railway Co.—Chartered May 8, 1893, in perpetuity.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt, $400,000; dated May 1, 1894, due 1904; denom. $500; int. 6 p. c., payable May and Nov., at office of Security Trust & Safe Deposit Co., of Camden, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Gross receipts	$25,066	$79,457	$135,125	$118,966
Op. exp. and fixed charges	16,412	37,194	100,357	85,346
Net income	8,654	42,262	34,768	33,620

Plant and Equipment.—Miles of track (electric), 23.10; gauge, 5 ft.; 80 lb. girder and T rail; 131 cars, of which 84 are motor cars and 47 trail cars; West. engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin, Jackson & Sharp and St. Louis cars.

Officers.—Pres. J. Willard Morgan, Sec. T. P. Curley, Treas. W. J. Thompson, Supt. Justin Naramore.

Directors.—J. Willard Morgan, T. P. Curley, D. Baird, of Camden, N. J.; Wm. J. Thompson, H. M. Harley, H. J. West, A. Townsend, of Gloucester, N. J.; John J. Curley, G. A. Miller, of Philadelphia, Pa.

General Office, Camden.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Mar., 1897. b d z

CANANDAIGUA, N. Y.

Population in 1880, 5,726, in 1890, 5,868.

Canandaigua Electric Light & Railroad Co.—Chartered Mar. 6, 1888, as the Canandaigua Electric Light Co. Charter amended and name changed July 21, 1893. The company purchased the property and franchises of the Canandaigua Street R. R. Co., in July, 1892. The plant is run by water power situated five miles away.

CAPITAL STOCK, authorized and issued, $80,000, of which $30,000 is apportioned to the railroad plant.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $85,000; dated Apr. 1, 1895, due 1915; denom. $500; int. payable Apr. and Oct., at office of National Park Bank, of New York; trustee of mortgage, Rochester Trust & Safe Deposit Co.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from operation	$4,510	$4,018
" " other sources		113
" total		4,131
Operating expenses	2,776	2,306
Earnings from operation	1,734	1,825
Deductions from earnings.		
Taxes		158
Net income		1,667
To surplus account	1,734	1,667

Please note date of information at end of each report.

OPERATING EXPENSES

Year ending June 30	1895.	1896.
General expenses	$6,302	$
Maintenance of equipment	1,384	341
" way and buildings		104
Transportation expenses		1,901
Total	$8,771	$8,308

STATISTICS OF TRAFFIC

Year ending June 30 1896.	
Passengers carried	2,642,[illegible]
Car miles run	75,000

BALANCE SHEET.—Latest June 30 1896. 1895. 1896.

ASSETS

Cost of road	$[illegible]	$[illegible]	$[illegible]
" equipment	1,[illegible]	2,[illegible]	2,[illegible]
Material and supplies		1,[illegible]	
Total	$[illegible]	$[illegible]	$[illegible]

LIABILITIES

Capital stock	$[illegible]	$[illegible]	$[illegible]
Bills payable	1,[illegible]		
Sundries	1,[illegible]		
Loans		[illegible]	[illegible]
Profit and loss surplus			[illegible]
Total	$[illegible]	$[illegible]	$[illegible]

PLANT AND EQUIPMENT.—Miles of track electric 7, gauge 4 ft. 8½ in. 45 lb. girder rail 7 cars, of which 2 are motor cars and 5 trail cars. Baldwin engines. Gen. Elec. dynamos and motors. Jones and Newcomer cars.

OFFICERS.—Pres. M. J. Metzger Sec. & Treas. H. S. Ferguson. Gen. Supt. Pur. Supt. & Engr. C. J. Furry.

DIRECTORS.—M. J. Metzger, Mary S. Metzger, John T. Metzger, Christine L. Metzger.

Date of information, Dec. 1896.

CANTON, O.

Population in 1890, 12,258; in 1896, 20,000.

Canton & Massillon Electric Railway Co.—Chartered 1895 as a consolidation of the Canton Street Ry. Co. and the Lakeside Street R. R. Co. The company owns the road formerly of Canton and Massillon and a line connecting the two cities.

Capital Stock, authorized $[illegible], issued $[illegible] par value $[illegible] per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized $[illegible], issued $[illegible], dated Nov. 1, 1895, due 1925, interest May and Nov. at office of Union Trust Co., of New York, trustee of mortgage.

Canton Street Ry. Co.'s first mortgage 5 p. c. bonds authorized and issued $[illegible], interest payable May and Nov. at National Bank of Commerce, Boston.

Equipment and Property.—Miles of track electric, 16.5; gauge, 4 ft. 8½ in. and 5 ft. 2 in.; 16.5 lb. T rail; 25 cars, of which 18 are motor cars and 7 trail cars. Brill & Co. engines. Gen. Electric dynamos, Brill and Newcomer cars.

Officers.—Pres. & Treas. W. H. Lynch; Vice-Pres. C. A. Zahm; Sec. [illegible]; Gen. Supt. & Pur. Agt. F. R. Conlin.

Directors.—J. D. Kilgore, J. W. Underhill, C. A. Zahm, F. R. Conlin, W. H. Lynch, F. K. Miller, W. R. Lynch.

General Office, 215 E. Tuscarawas Street.

Date of information, Feb. 1897.

Lakeside Street Railway Co.

Property and Equipment.—Miles of track electric, 3.5; gauge, 4 ft. 8½ in.; 7 rail; 10 cars, of which 4 are motor cars and 6 trail cars. This line is operated only in summer.

Officers same as Canton & Massillon Electric Ry. Co.

Date of information, Feb. 1897.

CAPE MAY, N. J.

Population in 1880, 3,607; in 1890, 4,848; in 1896, 4,700.

Cape May, Delaware Bay & Sewell's Point Railroad Co.—This is a consolidation in 1892 of the Cape May & Sewell's Point R. R. Co., the Delaware Bay & Cape May R. R. Co. and the Cape May & Millville Electric R. R. Co. The road is leased for 5 years to Henry Sutcliffe.

Capital Stock, authorized and issued $[illegible] par value $50 per share.

Funded Debt.—First mortgage 6 p. c. sinking fund 5 p. c. for 5 years coupon bonds, authorized and issued, $[illegible], dated Feb. 1, 1895, due 1923; int. payable Feb. and Aug., at office of New Jersey Trust & Safe Deposit Co., of Camden, trustee of mortgage.

NOTE.—By consent of bondholders, the 1895 coupons were cancelled.

OPERATION.—Year ending Dec. 31.

	1893.	1894.	1895.	1896.
Gross receipts	$20,324	$20,450	$[illegible],527	$19,362
Op. exp. and fixed charges	12,[illegible]	19,860	30,[illegible]	15,956
Net income	7,389	2,570	*2,588	3,306

*Deficit. This deficit is due to the fact that a portion of the road was rebuilt in this year.

PLANT AND EQUIPMENT.—Miles of track electric, 10.6; gauge, 4 ft. 8½ in. 45 lb. T rail; 15 cars, of which 12 are motor cars and 3 trail cars. Bal. engines. West. dynamos and motors. Brill, Jackson & Sharp and Lamson cars.

OFFICERS.—Lessee & Supt. J. Henry Edmunds. Pres. G. G. Browning. V. Pres. David Baird. Sec. T. J. Burleigh. Treas. B. C. Reeve.

GENERAL OFFICE, Camden.

Date of information, Apr. 1897. a b z

CARBONDALE, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Carbondale is situated on the Lackawanna River at the point where anthracite coal was first mined in Northeastern Pennsylvania, and is the center of a large manufacturing, farming, railroad and mining community.

Population.—The population served by the street railway system centering at Carbondale and extending through the Lackawanna Valley a distance of seventeen miles, is said to be nearly 35,000.

Railroad Connections.—The following railroads enter the city or connect with the towns served by the street railway system: The New York Lake Erie & Western, the Delaware & Hudson Canal Co., the N. Y. Ontario & Western R. R., the "Gravity Road," the Delaware Lackawanna & Western R. R. and the Mount Mountain Branch of the New York Susquehanna & Western R. R.

Manufacturing and Commercial Interests.—A capital of about $[illegible],000 is employed in the various manufacturing industries of Carbondale and the other towns and boroughs referred to in the previous, products being lumber, flouring and grist mill products, carriages and wagons, passenger coaches and mine cars, locomotives, mail bodies, silk and silk goods, furniture, saddlery and harness, machines, printing and publishing, car wheels and steam heaters. In addition to these manufacturing interests, Carbondale is a very large railroad center and is also a center for the shipment of anthracite coal to Canada, Western New England and seaboard points. The anthracite coal is produced from mines in the immediate neighborhood. Several thousand hands are employed in these various industries, receiving wages aggregating $[illegible],000 per year.

Municipal Debt.—The indebtedness of the municipality is $[illegible]. The tax rate in 1894 was $[illegible] per $100.

STREET RAILWAY SYSTEM—Present Companies.

The Carbondale Traction Co.—Chartered Mar. 4, 1896, for 999 years. The Carbondale & Forest City Passenger Street Ry. Co. was consolidated with this company in 1896. Annual meeting second Monday in Jan. This road connects the villages of Forest City, Vandling, Simpson, Fel, Mayfield, Jermyn, Archbald, Winton and Peckville with Carbondale City.

Capital Stock authorized and issued $[illegible],000 par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued $[illegible],000, but may be registered, dated July 1, 1896, due 1926, denom. $500 and $1,000, int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Consolidated mortgage bonds $[illegible],000, of which $[illegible],000 is reserved to retire the mortgage bonds and $[illegible],000 to be exchanged for stock of the Carbondale & Forest City Passenger Street Ry. Co.

Note.—The first mortgage bond provides that $[illegible] shall be placed each year in a sinking fund after 1905.

Operation.—Year ending June 30, 1896.

Gross receipts	$[illegible],244
Operating expenses	[illegible],000
Net income	$[illegible],744

Plant and Equipment.—Miles of track electric, 30.75; gauge, 4 ft. 8½ in. 45 lb. and 60 lb. T and girder rail. 30 motor cars; 8 locomotives and 4 T. H. S. engines. Gen. Elec. dynamos. Gen. Elec., West. and Sperry motors. Jackson & Sharp, American, St. Louis, Brill and New Castle cars.

Officers.—Pres. E. E. Hendrick. Sec. & Treas. R. A. Judwin.

Date of information, Feb., 1897. a

Please note date of information at end of each report.

Carbondale & Forest City Passenger Street Railway Co.—This company has been consolidated with The Carbondale Traction Co. (which see).

Date of information, Feb., 1897. a

Lackawanna Valley Rapid Transit Co.—This company is no longer in existence, and its properties have passed into the possession of The Carbondale Traction Co.

Date of information, Feb., 1897. a

CARTHAGE, MO.

Population in 1880, 4,167, in 1890, 7,981.

The Jasper County Electric Railroad Co.—Chartered Nov. 1, 1894.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT,—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 48 lb. T. rail; 10 cars, of which 5 are motor cars and 5 trail cars; Bates engines, Walker dynamos and motors, American cars.

OFFICERS.—Pres. W. W. Calhoon, V. Pres. Robt. Moore, Sec. & Supt. F. H. Fitch, Treas. D. R. Goucher, Elecn. & Ch. Engr. of Power Station Camden Knowles.

Date of information, Dec., 1895.

Carthage Horse Railway Co.—This road was sold under foreclosure of mortgage early in 1895, and was purchased by the Jasper County Electric Ry. Co. The tracks have been torn up and the franchise abandoned.

Date of information, Feb., 1896.

CATSKILL, N. Y.

Population in 1880, 4,320, in 1890, 4,920.

Catskill Electric Railway Co.—Chartered in 1896, to build and operate an electric railway, two miles long, from Catskill to Jefferson, Greene County. This company has been granted the necessary franchises, and it is intended to have the road in operation by July 1, 1897.

CAPITAL STOCK, authorized, $30,000.

OFFICERS.—Pres. Louis E. Roberts, 290 Halsey St., Brooklyn, N. Y.; Treas. W. C. Wood, 220 Quincy St., Brooklyn, N. Y.

DIRECTORS.—Chas. S. Williamson, Wm. S. Roberts, Louis E. Roberts, M. W. Conway, W. C. Courtney, W. C. Wood, H. A. Mock, D. W. Sharpe, S. W. Mattison.

Date of information, Feb., 1897. y

CEDAR RAPIDS, IA.

Population in 1880, 10,140, in 1890, 18,020, in 1897 (local estimates), 28,400.

Cedar Rapids & Marion City Railway Co.

CAPITAL STOCK, authorized, $400,000, issued, $316,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $250,000; dated July, 1, 1891, due 1931; int. payable Jan. and July at office of American Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT —Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 35 lb. 45 lb. and 58 lb. T and girder rail; 24 cars, of which 17 are motor cars and 7 trail cars; Allis engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. P. E. Hall, V. Pres. W. D. Douglas, Sec. & Treas. John S. Ely, Gen. Supt. & Pur. Agt. F. L. Diserens, Ch. Engr. of Power Station R. H. Holbrook.

Date of information, Apr., 1897. z

CENTERVILLE, IA.

Population in 1880, 2,475, in 1890, 3,668, in 1896 (local estimates), 6,000.

People's Street Railway Co.—Chartered May 9, 1887, for 50 years. Annual meeting first Monday in July.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100.

FUNDED DEBT.— Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.6; gauge, 3 ft. 8 in.; 20 lb. T rail; 14 horses, 3 horse cars; Robinson & Hitt and Laclede cars.

OFFICERS.—Pres. J. R. Wooden, Sec. Treas. & Supt. C. R. Wooden.

Date of information, Apr., 1897. a z

CENTRALIA, ILL.

Population in 1880, 3,621, in 1890, 4,762, in 1896 (local estimates), 6,000.

Centralia & Central City Street Railway Co.—Chartered Jan., 1891, for 20 years. Annual meeting first Monday in Feb.

CAPITAL STOCK, authorized, $10,000, issued, $8,700.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. T rail; 10 horses, 10 horse cars; Brill cars.

OFFICERS.—Pres. Chauncey House, V. Pres. J. H. Johnson, Sec. & Treas. S. A. Frazier, Supt. Jas. Kendall.

DIRECTORS.—S. A. Frazier, O. C. Leffel, Chauncey House, J. H. Johnson, Norman Rexford.

Date of information, Apr., 1897. a d z

CHAMPAIGN, ILL.

Population in 1880, 5,103, in 1890, 5,839, in 1894, 8,800, in 1896, 10,100. Population of Urbana in 1896, 7,230.

Urbana & Champaign Electric Street Railway Co.—This is a consolidation (in April, 1894) of the Urbana & Champaign Street Ry. Co. and the Champaign Rapid Transit Co. The parties in interest also control all electric traction, lighting, power and gas systems in Champaign and Urbana.

CAPITAL STOCK, $50,000; par value, $10 per share.

FUNDED DEBT.—First mortgage 7 p. c. gold coupon bonds, authorized and issued, $50,000; denom. $500; dated July 1890, due 1900; int. payable Jan. and July, at office of Gilman, Son & Co., New York; trustee of mortgage, Girard Life Insurance, Annuity & Trust Co., Philadelphia.

Champaign Rapid Transit Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $50,000; dated 1893, due 1908.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. to 48 lb. T rail; 17 cars, of which 9 are motor cars and 8 trail cars; P. A., Ide and Russell engines, West. dynamos and motors, Brownell and Laclede cars.

OFFICERS.—Pres., Treas. & Gen. Man. B. F. Harris, Jr., V. Pres. H. H. Harris, Sec. & Man. N. M. Harris, Gen. Supt. H. J. Pepper, Ch. Engr. F. Heimlicher, Supt. of Gas Dept. W. A. Bixby, Foreman of Car Barn and Repair Shops Edw. Shirley.

GENERAL OFFICE, Champaign, Ill.

REFERENCE.—Description of parks, Vol. XIII, Mar., '97, p. 149 (ill.).

Date of information, Apr., 1897. a z

CHARLESTON, S. C.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Charleston is located in the southeastern part of South Carolina, on the coast. It is the capital of Charleston County.

Railroad and Steamship Connections.—The Atlantic Coast Line passes through the city, which is the terminus of the Charleston & Savannah R. R., and the South Carolina R. R., and these cover the entire State with important feeders. Charleston also has extensive steamship connections with New York and other Atlantic ports.

Manufacturing and Commercial Interests.—A capital of about $11,905,000 is employed in the various manufacturing industries of the city, the principal productions being clothing, cooperage, fertilizers, flour, foundry and machine shop products, lumber, and ships. Charleston is the chief commercial city of the State, and has an immense foreign and domestic trade in fertilizers.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $775,000; 3 state and city banks, with capital and surplus of $568,500; 4 trust companies, with capital and surplus of $529,500; 2 savings banks, with capital and surplus of $260,000. The total banking capital is $2,133,000.

	1880.	1890.	Latest.
Population	49,984	54,955	65,000a
Area, in square miles	.....	.....	5.33
Population per square mile	.....	.....	13,000
Assessed Valuation.			
Real estate (67%, in 1896 40%, actual value)	$.....	14,800,000	12,887,709b
Personal property	$.....	6,586,539	5,789,097b
Total	$ 22,543,423	21,386,539	18,676,806b
" per cap	$ 451	389	.....
***Municipal Debt**, net	$ 4,129,102	3,972,113	3,827,700d
" " per cap	$ 83	72	.....
Tax Rate, per $1,000	.....	24.75	26.00b
Manufacturing Interests.c			
No. of establishments	194	566	403b
Capital invested	$ 1,718,300	7,300,150	11,905,000b
" " per cap	$ 34	133	.....
No. of employes	2,146	5,283	6,847b
Wages per annum	$ 639,030	2,203,970	.....
Cost of materials	$ 1,468,375	4,800,421	.....
Value of product	$ 2,732,590	8,892,860	16,226,000b
Banking Capital	$	.....	2,133,000d
" " per cap	$	.....	.....

* Including water debt, deducting sinking fund. a Local estimates. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Charleston is located on a peninsula about 3 miles in length by 1½ miles in breadth. It has a water front of 9 miles, and the harbor is one of the best on the southern coast of the United States. The street railway system embraces about 40 miles of track, which will soon be entirely operated by electricity. In addition to the city routes covering the business district near the water front and serving the better residential portion, one line extends nearly 5 miles into the country, past many negro settlements and through large truck farms to the phosphate mills at Ashley River. Not only the phosphate hands, but the truck laborers, who largely live in the city, patronize this branch. Another line 2½ miles in length operates on Sullivan Island in Charleston Harbor. This is a summer resort of 3,000 to 4,000 of the citizens of Charleston. The road runs from the steamboat landing along the line of the summer cottages. In Charleston, as in other Southern cities, the negro population is an important source of revenue. The street railway mileage is controlled as follows:

	Owns
Charleston Street Ry. Co.	28.
Middle Street Sullivan Island Ry. Co.	2.
Total	30.

STREET RAILWAY SYSTEM—Present Companies.

Charleston Street Railway Co.—This company now controls the entire street railway mileage of Charleston, having purchased in Jan. and Feb., 1897, the entire capital stock and bonds of the Enterprise Street R. R. Co., and the entire capital stock and bonds of the Charleston City Ry. Co. Extensions are being made, and the property is now being equipped by electricity.

Capital Stock, authorized, $850,000.

Funded Debt, authorized, $850,000.

Plant and Equipment.—Miles of track (horse), 28.; gauge, 4 ft. 8½ in. and 5 ft.; 38 lb. to 45 lb. T, c. b. and girder rail; 248 horses, 44 horse cars; Brill, Jones and Stephenson cars.

Officers.—Pres. P. H. Gadsden, Sec. & Treas. F. D. McEowen, Auditor, P. J. Balaguer, Gen. Supt. Theodore W. Passailaigue.

References.—Description of constituent roads, Vol. X, Mar., '94, p. 173 (ill.); Vol. X, Souvenir, '94, p. 30.

Date of information, Apr., 1897. z

Enterprise Street Railroad Co.—Chartered Mar. 1, 1870.

Capital Stock, authorized, $1,000,000, issued, $250,000; par value, $25 per share. (See Charleston St. Ry. Co.)

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $500,000, issued, $50,000, outstanding, $47,000; coupon, but may be registered; dated Jan. 1, 1886, due 1906; denom. $1,000; int. payable Jan. and July at office of company; trustee of mortgage, South Carolina Loan & Trust Co., of Charleston. (See Charleston St. Ry. Co.)

The company has given a demand note for $12,000, dated Mar. 1, 1892, at 8 p. c., int. payable in New York.

Operation.—Year ending Mar. 31,

	1893.	1894.	1895.	1896.	1897.
Gross receipts	$57,699	$59,223	$54,752	$50,156	$50,755
Operating expenses	48,524	47,066	46,982	41,129	44,159
Earnings from operation.	9,175	12,157	7,770	9,027	6,596
Deductions from earnings.					
Interest on bonds	2,350	2,350	2,350	2,350	2,350
" " floating debt	1,467	1,467	1,214	1,024	950
Taxes	4,180	3,321	2,677	2,359	2,780
Net income	1,178	5,019	1,529	3,294	516

Plant and Equipment.—Miles of track (horse), 14; gauge, 5 ft.; 30 lb. 40 lb. and 45 lb. T, c. b. and girder rail; 104 horses, 35 horse cars; Brill, Jones and Stephenson cars.

Date of information, Apr., 1897. z

Charleston City Railway Co.—Chartered Jan. 28, 1861.

Capital Stock, $100,000; par value, $50 per share. The last dividends paid have been at the rate of 8 p. c. per annum. (See Charleston St. Ry. Co.)

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $100,000; due 1915; int. payable Jan. and July, at company's office. (See Charleston St. Ry. Co.)

Dividends, 8 p. c. per annum, payable semi-annually. On Jan. 17, 1895, an extra dividend of 5 p. c. was declared, and in Feb., 1897, an extra dividend of 20 p. c. was declared.

Plant and Equipment.—Miles of track (horse), 14.3; gauge, 4 ft. 8½ in.; 38 lb. and 42 lb. c. b. rail; 144 horses, 39 horse cars; Stephenson cars.

Date of information, Apr., 1897. z

Middle Street Sullivan Island Railway Co.

Capital Stock, $15,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (horse), 2.25; gauge, 4 ft. 8¼ in.; 20 lb. and 30 lb. T rail; 14 horses, 7 horse cars; Brill and Stephen-son cars.

Officers.—Pres. & Pur. Agt. B. Callaghan, Sec. & Treas. Frank F. Whilden, Gen. Man. & Supt. B. Buckley.

Directors.—B. Callaghan, B. O'Neill, John S. Riggs, F. Q. O'Neill, Wm. H. Jones, M. Triest, Geo. W. Williams.

General Office, 4 Broad St., Charleston, S. C.

Reference.—Description of road, Vol. X, Mar., '94, p. 175.

Date of information, Apr., 1897. a z

CHARLESTON, W. VA.

Population in 1880, 4,192, in 1890, 6,742, in 1895, 12,500 (increase due to addition to the city of new territory), in 1897, 17,000.

Charleston Street Railway Co.—This road is now in the hands of a receiver, and is being rebuilt.

CAPITAL STOCK. authorized and issued, $50,000.

FUNDED DEBT, $10,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; T rail.

OFFICER.—Receiver, C. B. Couch.

GENERAL OFFICE, 215 Kanawha St.

Date of information, Apr., 1897. z

CHARLOTTE, N. C.

Population in 1880, 7,094, in 1890, 11,555, in 1895 (city census), 20,006.

Charlotte Electric Railway, Light & Power Co.—This company operates the property owned by the Charlotte Consolidated Construction Co. In Jan., 1896, the electric lighting interests of Charlotte were merged with the street railway interests.

CAPITAL STOCK, authorized, $100,000, issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized and issued, $100,000; dated Jan. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of Mercantile Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

FRANCHISES.—Municipal franchises granted in 1892, expire in 1920. The company has right of way on all streets in the city.

OPERATION.—Year ending Dec. 31,	1894.	1895.	1896.
Receipts from passengers	$19,616	$21,533	$25,419
" electric light and other sources	938	4,477	27,558
" total	20,554	26,009	52,977
Operating expenses	13,439	12,111	27,164
Earnings from operation	7,115	13,898	25,813
Interest on bonds	6,000	6,000	6,000
Net income	1,115	7,898	19,813
Per cent op. exp. to total receipts	65.3	46.6	51.3

BALANCE SHEET.—Dated Dec. 31,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$140,706	$146,605	$171,857
Real estate and improvements	25,252	25 252	52,162
Cash	1,157	1,889	7,290
Other assets	2,006	891	919
Total	$169,121	$174,637	$232,228

Please note date of information at end of each report.

LIABILITIES.			
Capital stock	$ 60,000	$ 60,000	$ 60,000
Funded debt	100,000	100,000	100,000
Bills payable	1,015		37,366
Other liabilities			192
Profit and loss (surplus)	8,106	14,637	34,670
Total	$169,121	$174,637	$232,228

PLANT AND EQUIPMENT.—Miles of track (electric), 4.88; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 11 motor cars; A. & S. engines, Sprague dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. & Treas. E. D. Latta, Audr. F. A. Savin, Gen. Man & Pur Agt. F. D. Sampson, Ch. Engr. of Power Station M. B. Presson.

DIRECTORS.—E. D. Latta, E. B. Springs, F. B. McDowell, J. L. Chambers, M. A. Bland.

Date of information, Feb., 1897. a

CHARLOTTESVILLE, VA.

Population in 1880, 2,676, in 1890, 5,591, in 1894 (local estimates), 8,000.

Piedmont Improvement & Construction Co.—Chartered 1890, municipal franchise 1894, for 50 years. Annual meeting second Wednesday in Sept. This is a successor to the Charlottesville & University Street Ry. Co.

CAPITAL STOCK, authorized, and issued, $70,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $25,000; dated 1895, due 1915; denom. $500; int. payable at People's National Bank of Charlottesville; trustees of mortgage, Jno. S. Patton and Frank R. Ford.

Second mortgage 5 p. c. gold coupon bonds, authorized and issued, $50,000; dated 1895, due 1915; denom. $500; int. payable at People's National Bank, of Charlottesville; trustees of mortgage, Jno. S. Patton, and Frank R. Ford.

OPERATION.—Latest reports received are as follows.

	Year ending Jan. 1, 1894.	7½ mos. ending Aug. 31, 1895.
Gross receipts	$7,581	$9,294
Operating expenses and taxes	3,337	6,208
Earnings from operation	4,244	3,086
Interest on bonds	1,320	1,875
Net income	2,924	1,211
Dividends paid	2,500	
Surplus	424	

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 cars, of which 5 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. & Treas. Walter Dinwiddie, V. Pres. D. Harmon, Sec. F. B. Peyton, Supt. W. A. Melhorn, Elecn. M. Troy.

DIRECTORS.—C. D. Fishbune, George Perkins, John M. White, Chas. J. Cory, T. O. Troy, D. Harmon, Jno. Belloon, F. B. Peyton, C. A. Max Wuhle.

Date of information, Dec., 1896.

CHATTANOOGA, TENN.

Population in 1880, 12,802, in 1890, 29,100.

Chattanooga Electric Railway Co.—Chartered 1896. This company is the successor to the former company of the same name, having purchased all its property under foreclosure of mortgage in Feb., 1896. The original company was a consolidation (Jan. 1, 1891) of the City Street R. R. Co., and the Chattanooga Electric Street R. R. Co. (Inc. May, 1888).

CAPITAL STOCK, authorized and issued, $645,000.

FUNDED DEBT.—It is understood that the liens now in force are as follows:

City Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $300,000; dated 1882, due 1912; int. payable Jan. and July.

Chattanooga Electric Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Feb. 1, 1889, due 1909; denom. $1,000; int. payable Feb. and Aug., at office of Union Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 25 lb., 63 lb. and 100 lb. T and girder rail; 40 cars, of which 37 are motor cars and 3 trail cars; A. & S., Beck and Taylor engines, Gen. Elec. dynamos and motors, Brill, St. Louis and Stephenson cars.

OFFICERS.—Pres. J. H. Warner, V. Pres. Edw. Warner, Sec. & Treas. E. D. Lilly, Supt. W. S. McCall.

GENERAL OFFICE, 3 Market St.

Date of information, Apr., 1897. d z

Chattanooga & Lookout Mountain Railway.

PLANT AND EQUIPMENT.—Miles of track (steam), 15; gauge, 4 ft. 8½ in.; 56 lb. T rail.

OFFICERS.—Gen. Man. P. F. Jones.

Date of information, Dec., 1896. d

Signal Mountain Railway Co.—This is the successor to the Chattanooga & North Side Street Ry. Co. which was sold in June, 1896, at foreclosure sale for $8,100. This company operates the North Chattanooga Street Car Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 9 motor cars, A. & S. engines, Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. T. J. Nicholl, V. Pres. Supt. & Elecn. H. A. Nicholl, Sec. H. C. Beck, Treas. Jno. Orr.

DIRECTORS.—T. J. Nicholl, H. C. Beck, Jno. Orr, S. R. Read, H. A. Nicholl.

GENERAL OFFICE, Times Bldg.

REFERENCE.—Description of road, Vol. X, Souv., '94, p. 29.

Date of information, Apr., 1897. d z

North Chattanooga Street Car Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 3, of road, 3; gauge, 4 ft. 8½ in.; 56 lb. T rail; 3 motor cars; Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. T. D. Young, Sec. H. C. Beck, Treas. J. Orr, Gen. Man. & Ch. Engr. T. J. Nicholl, Supt. Pur. Agt. and Elecn. H. A. Nicholl.

Date of information, Apr., 1897. z

Incline & Narrow Gauge Railway Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, 3.75; operated by steam, 3, incline cable, .75; gauge 3 ft.; 45 lb. T rail.

OFFICERS.—Pres. D. Woodworth, V. Pres. H. F. Temple, Gen. Man. L. E. Montague, Supt. T. M. Derickson.

GENERAL OFFICE, Lookout Mountain.

Date of information, Apr., 1897. z

CHESTER, N. H.

Population in 1880, 1,136, in 1890, 958, of Derry, in 1897, 3,000.

Chester & Derry Railroad Association.—This company commenced operation on Oct. 1, 1896. Annual meeting May 1.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $50,000; dated June, 1896, due 1926; denom. $500; int. payable June and Dec., at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment at 105 and accrued interest after 1901.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$ 81,100	Capital stock	$ 50,000
Cost of equipment	10,900	Funded debt	50,000
Land and buildings	8,000		
Total	$100,000	Total	$100,000

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; West. dynamos and motors, Briggs cars, Peckham trucks; rent power.

OFFICERS.—Pres. C. S. Campbell, V. Pres. Chas. Bartlett, Sec. A. H. Wilcomb, Treas. & Gen. Man. F. J. Shepard, Supt. C. W. Stevens.

DIRECTORS.—C. S. Campbell, G. K. Bartlett, Chas. Bartlett A. H. Wilcomb, E. P. Jones, G. S. West, F. J. Shepard.

GENERAL OFFICE, Derry Depot, N. H.

Date of information, Apr., 1897. a b d z

CHESTER, PA.

Population in 1880, 14,997, in 1890, 20,226, in 1896 (local estimates), 24,000, including adjacent boroughs (which are about to be consolidated with the city of Chester), 35,000.

Chester Traction Co.—Chartered Apr. 23, 1894. Annual meeting second Monday in Jan. This is a consolidation by lease of the Union Ry. Co. (owns stock), the Chester Street Ry. Co. (lease dated Dec. 31, 1890, annual rental $15,200), the Chester & Media Electric Ry. Co. (lease dated Apr. 3, 1893, annual rental, $11,200), and the

Chester, Darby & Philadelphia Ry. Co. (lease dated Dec. 7, 1893, annual rental, $13,450), comprising the entire street railway system of Chester.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1914; denom. $1,000; int. payable May and Nov., at office of Delaware County Trust, Safe Deposit & Title Insurance Co., of Chester, trustee of mortgage.

OPERATION.—Operating statement of the Union Ry. Co. for 1893–4, and of the Chester Traction Co. for 1895 and 1896.

Year ending	June 30, 1893.	June 30, 1894.	June 30, 1895.	Dec. 31, 1895.	Dec. 31, 1896.
Rects from pass.....	$74,565	$127,469	$197,369	$203,521	$205,488
" other sources..	5,875	950	7,503	3,476	2,617
" total	80,440	128,419	204,872	206,997	208,105
Operating expenses..	59,799	89,615	105,911	101,817	*107,324
Earnings from op'n.	20,641	38,804	98,961	105,180	100,781
Dividends collected..					6,080
Total, all sources...					106,861
Deduc. from earn'gs.					
Int. on bonds.....				12,500	12,500
" " fltg. debt..				1,002	
Taxes.....				6,053	6,750
Rentals.....				43,727	49,910
Discount and int..					1,519
Net income.....				41,898	36,182
Dividends paid.....				20,000	
To surplus account..				21,898	36,182
Total surplus acct...				47,681	85,947

*The operating expenses for 1896 were in reality $1,623 less than for 1895. The settlement of a number of old damage suits accounts for the apparent increase.

BALANCE SHEET.—Dated,	June 30, 1895.	Dec. 31, 1895.	Dec. 31, 1896.
ASSETS.			
Cash.....	$ 4,885	$	$ 1,001
Investments.....	202,158	202,158	200,108
Damage verdicts collectible.....	6,008		7,120
Dividends collectible.....	3,000		
Accounts collectible.....	2,560	10,580	5,156
Construction.....	581,682	609,405	614,484
Equipment.....	13,832	28,617	30,969
Prepaid insurances.....			2,044
Supplies.....			7,276
Contingent expenses.....			3,002
Total.....	$814,126	$850,760	$871,160
LIABILITIES.			
Capital stock.....	$500,000	$500,000	$500,000
Funded debt.....	250,000	250,000	250,000
Accounts payable.....	7,868	48,955	10,158
Bills payable.....	20,000		22,000
Tickets outstanding.....	496		972
Other liabilities.....		569	
Cash.....		1,471	
Interest on bonds.....	2,083	2,083	2,083
Profit and loss (surplus).....	33,678	47,681	85,947
Total.....	$814,126	$850,760	$871,160

PLANT AND EQUIPMENT.—Miles of track (electric), 28.68; gauge, 5 ft. 2½ in.; 60 lb. to 90 lb. T and girder rail; 63 cars, of which 53 are are motor cars and 10 trail cars, 2 sweepers, 1 snow plow; 1,725 H. P. station plant; Wetherill engines, Gen. Elec. and West. dynamos and motors, Brill and Lamokin cars.

OFFICERS.—Pres. G. B. Lindsay, Sec. & Treas. H. T. Walter, Gen. Man. & Supt. John Mac Fayden, Ch. Engr. J. D. Rostrum, Elecn. A. McDowell.

DIRECTORS.—Robert Wetherill, Richard Wetherill, Wm. Appleby, J. Frank Black, George B. Lindsay.

GENERAL OFFICE, 4th and Penn Sts.

Date of information, Apr., 1897. a z

Union Railway Co.—Chartered Mar. 18, 1890. Annual meeting second Monday in Jan. Owned by Chester Traction Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $200,000; dated Jan. 1, 1893, due 1913; coupon, but may be registered; denom. $500 and $1,000; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. Geo. B. Lindsay, V. Pres. J. F. Black, Sec. & Treas. H. T. Walter.

GENERAL OFFICE, 4th and Penn Sts.

Date of information, Apr., 1897. a z

Chester Street Passenger Railway Co.—Chartered July 13, 1882. Annual meeting second Monday in Jan. Leased to Chester Traction Co. for $15,200 per annum, equivalent to 10 p. c. on capital stock.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share. Dividends 10 p. c. per annum, payable Jan. and July, by Chester Traction Co.

FUNDED DEBT.—None.

OFFICERS.—Pres. J. F. Black, Sec. & Treas. H. T. Walter.

Date of information, Apr., 1897. a z

Chester, Darby & Philadelphia Railway Co.—Chartered 1893. Leased to Chester Traction Co., for $13,450 per annum.

CAPITAL STOCK, $100,000. Dividends 5 p. c. payable Jan. and July per annum, amounting to 6 p. c. on capital stock, interest on bonds and tolls on telford road.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated July 1, 1893, due 1913; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. Richard Wetherill, Sec. & Treas. H. T. Walter.

Date of information, Apr., 1897. a z

Chester & Media Electric Railway Co.—Chartered Apr. 18, 1892. Annual meeting second Monday in Jan. Leased to Chester Traction Co., for $11,290 per annum being 6 p. c. on stock and interest on bonds.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share. Dividends, 6 p. c. payable Jan. and July.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Apr. 1, 1893, due 1913; denom. $1,000; int. payable Apr. and Oct.

OFFICERS.—Pres. Richard Wetherill, Sec. & Treas. H. T. Walter.

Date of information, Apr., 1897. a z

NEW CORPORATION.

Media, Middletown, Aston & Chester Electric Railway Co.—This company has been granted all necessary franchises, and steps have been taken looking to the early construction of the road.

CAPITAL STOCK, $150,000

OFFICERS.—Pres. John B. Robinson, Sec. Henry L. Broomall, Treas. E. A. Price.

DIRECTORS.—John B. Robinson, Edward A. Price, John E. Burnley, Samuel L. Kent, Edmund Jones, William Burnley.

Date of information, Mar., 1897. z

CHICAGO, ILL.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Chicago is located in the northeastern part of Illinois, at the mouth of the Chicago River, and at the southern extremity of Lake Michigan, which forms the eastern boundary of the city.

Suburbs.—By recent annexations the city limits now include a number of small population centers which originally formed the immediate suburbs of the old city. In addition to this there are several towns and villages lying outside the present limits, and connected with the city by steam railroad lines.

Railroad Connections.—All of the principal trunk lines of the West terminate at Chicago, and make it one of the greatest railroad centers in the world. Among them may be mentioned the Baltimore & Ohio R, R., the Chicago & Alton R. R., the Chicago, Burlington & Quincy R. R., the Chicago & Eastern Illinois R. R., the Chicago, Evanston & Lake Superior R. R., the Chicago & Grand Trunk R. R., the Chicago, Milwaukee & St. Paul R. R., the Chicago & North-Western R. R., the Chicago, Rock Island & Pacific R. R., the Atchison, Topeka & Santa Fe R. R., the Chicago, St. Paul & Kansas City R. R., the Chicago & Western Indiana R. R., the Illinois Central R. R., the Lake Shore & Michigan Southern R. R., the Louisville, New Albany & Chicago R. R., the Michigan Central R. R, the New York, Chicago & St. Louis R. R., the Pennsylvania Company, the Wabash R. R., and the Wisconsin Central R. R., all of which have terminal facilities within the city limits. Chicago is also the center of the immense transportation industry of the Great Lakes which distributes the farm products of the West and Northwest to all parts of the world.

Manufacturing and Commercial Interests.—A capital of about $360,000,000 is employed in the various manufacturing industries of the city, the principal productions being dressed and packed meats and other slaughterhouse products, iron and steel wares, textiles, leather, chemicals, agricultural implements, clothing, furniture, lumber, cars, soap and candles, distilled liquors. Chicago is the largest grain, pork, lumber and live stock market in the world, the total

value of the produce received exceeding $500,000,000 per annum. It has commercial relations with all parts of the world, its wholesale business approaching nearly $600,000,000.

Banking Capital.—There are now (1897) 24 national banks with a combined capital and surplus of $30,523,136; 9 state banks, with capital and surplus of $6,680,162; 8 trust companies, with capital and surplus of $8,136,379; 6 savings banks, with capital and surplus of $5,805,631. The total banking capital is $51,145,308.

	1880.	1890.	Latest.
Population	503,185	1,099,850	2,000,000a c
Area, in square miles			
Population per square mile			
Assessed Valuation			
Real Estate $			192,498,842b
" " % actual value			33
Personal property $			50,977,983b
Total $	117,970,035	218,932,562	243,476,825b
" per cap $	234	199	
***Municipal Debt,** net $	12,794,271	13,180,254	15,872,998d
" " per cap $	25	12	
Tax Rate, per $1,000 $		43.52	46.08
Manufacturing Interests.			
No. of establishments	3,519	9,959	9,977
Capital invested $	68,836,885	292,477,038	359,739,538c
" " per cap $	137	266	
Value of plant $			166,401,363
No. of employes	79,414	203,108	420,732c
Wages per annum $	34,653,462	119,146,357	227,390,442c
Cost of materials $	179,209,610	386,814,848	309,493,027c
Value of product $	249,022,948	632,184,140	664,567,923c
Banking Capital $			51,145,308c
" " per cap $			

* Including water debt, deducting sinking fund. a Local estimates, b 1895. c 1896. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Chicago is divided by the Chicago River and its branches into three sections, which are locally referred to as the North Side, the South Side and the West Side. The river is spanned by more than fifty bridges, in addition to which are three stone cable car tunnels built under the riverbed. The area of the business section is probably the smallest in the country in proportion to the magnitude of business done there. Nearly all the surface lines radiate from this district to all portions of the city, and carry an immense number of passengers. In addition to the surface railway transportation, the different steam railroads of the city—notably the Illinois Central R. R.—have a very large local and suburban traffic, and important elevated railway lines have recently been built. It is probable that the future additions to Chicago's transportation system will be largely in the form of elevated electric railways. The street railway mileage operated by the principal systems is controlled as follows:

	Miles of track.				
	Cable.	Elec.	Horse.	Steam.	Total.
Chicago City Ry. Co.	35	142	8		185
West Chicago Street R. R. Co.	30	222	7		259
North Chicago Street R. R. Co.	17	81	2		100
Chicago General Ry. Co.		20			20
South Chicago City Ry. Co.		37			37
Cicero & Proviso Street Ry. Co.		50			50
Calumet Electric Street Ry. Co.		90			90
Chicago & Jefferson Urban T. Co.		8			8
Chicago North Shore St. Ry. Co.		17			17
Chicago Elec. Transit Co.		26			26
North Chicago Elec. Ry. Co.		16			16
North Side Elec. St. Ry. Co.		8			8
Ogden St. Ry. Co.		17			17
Lake Street Elev. R. R. Co.		15			15
Metropolitan West Side Elev. R. R. Co		36			36
Northwestern Elec. R. R. Co.		14			14
Chicago & South Side R. T. R. R. Co.				19	19
The Suburban R. R. Co.		68			68
The Englewood & Chic. Elec. St. Ry		22			22
Northern Electric Ry.		5			5
Total	82	894	17	19	1,012

STREET RAILWAY SYSTEM—Present Companies.

The Calumet Electric Street Railway Co.—Chartered 1890. This company has leased a portion of the Englewood & Chicago Electric Ry. Co., and makes connection with the Chicago & South Side Rapid Transit R. R. Co.'s line at South Park Avenue, giving direct rapid transit to the center of the city for all the outlying districts of South Chicago, Parkside, Manhattan and Cheltenham Beaches, Robey and Hammond, Ind., also Burnside, Auburn Park, Riseland, Kensington, West Pullman, Pullman and Fernwood. It makes direct connection with the lines of the Chicago City Ry. Co., at these points, and also connects with the Chicago & South Side Rapid Transit R. R. Co.'s line at Stony Island Ave. and 64th St., and with the Illinois Central R. R. at Grand Crossing and at 67th St.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000; coupon, but may be registered; dated Nov. 1, 1894, due, 1909; denom. $1,000; int. payable May and Nov., at office of The Equitable Trust Co., of Chicago; trustee of mortgage, Mercantile National Bank, of New York.

Plant and Equipment.—Miles of main line, 48, of second track, 42, total track (electric), 90; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 227 cars, of which 115 are motor cars and 112 trail cars; Ball, Buckeye and A. & S. engines, Gen. Elec. and Detroit dynamos and motors, American, Lamokin, Pullman and St. Louis cars.

Officers.—Pres. John Farson, Sec. & Treas. H. B. White, Gen. Man. H. M. Sloan.

General Office, 115 Dearborn St.

References.—Description of road, Vol. IX, Mar., '93, p. 161 (ill.); increase of bonds, Vol. XI, Mar., '95, p. 183; lease (brief), Vol. XII, Aug., '96, p. 473; recent extensions (brief), Vol. XII, Dec., '96, p. 757.

Date of information, Apr., 1897. z

Chicago City Railway Co.—Chartered Feb. 14, 1859, for 99 years. Annual meeting in Jan.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. bonds, authorized, $6,000,000, issued, $4,619,500; coupon, but may be registered; dated July 1, 1881, due 1901, but redeemable at option of company at any time on 60 days' notice; denom. $100, $500 and $1000; int., payable Jan. and July in Chicago; trustee of mortgage, Charles L. Hutchinson, of Chicago.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. fr'm pass.	$4,400,943	$6,029,814	$4,239,749	$4,440,323	$4,761,946
" other sources		30,176	24,869	36,501	46,921
" total	4,400,943	6,059,989	4,264,618	4,476,824	4,808,867
Operating exp's (inc'ing taxes)	2,809,431	3,422,041	2,838,684	2,807,726	2,977,209
E'rn'gs fr'm op'n	1,591,512	2,637,948	1,425,934	1,669,098	1,831,658
Deduc. fr'm earn.					
Int. on bonds.	207,878	199,237	207,878	207,878	207,878
Depreci'n and new rails				92,510	181,568
Net income	1,383,634	2,438,711	1,218,057	1,368,710	1,442,212
Dividends paid	840,000	2,100,000	1,080,000	1,140,000	1,289,787
To surplus acct	543,634	338,711	138.057	228,710	152,425
Total surp. acct.				366,767	
P. c. op. exp. to total receipts	63.84	56.75	66.6	62.7	61.9
P. c. divid's paid	12	24	12	12	12

STATISTICS OF OPERATION.

Year ending Dec. 31,	1893.	1894.	1895.	1896.
Pass. carried, cable		54,690,808	53,359,829	46,435,411
" " horse		20,589,363	6,918,616	2,874,631
" " electric		9,514,816	28,528,016	45,928,873
" " total	120,596,270	84,794,987	88,806,461	95,238,915
Miles run, cable	19,713,610	15,231,400	14,872,580	13,908,190
" " horse	5,053,050	3,965,750	1,542,560	626,690
" " electric	1,537,430	1,850,260	5,526 760	10,018,020
" " total	26,304,090	21,047,410	21,941,900	24,552,900
Pass. rec. car mile, c.	$.19965	$.17953	$.17939	$.16694
" " " h.	.31050	.25959	.22426	.22935
" " " e.	.34148	.25712	.25809	.22923
Op. exp. car mile, c.	.09921	.0997	.1024	.1054
" " h.	.24863	.2539	.3055	.2589
" " e.	.13600	.1690	.1478	.1347
" " av'ge	.1301	.1349	.1280	.1213

Dividends, 12 p. c. per annum. In 1893, 24 p. c. Dividends payable quarterly, Jan., Apr., July and Oct.

Plant and Equipment.—Miles of track, 184.22; operated by horses, 7.54, by electricity, 141.76, by cable, 34.92; gauge, 4 ft. 8½ in.; 78 lb. to 85 lb. girder rail; 26 horses, 1,735 cars, of which 660 are motor cars, 260 are grip cars, 2 mail cars and 813 trail cars; West. dynamos and West. and Gen. Elec. motors, own cars, McGuire trucks.

Officers.—Pres. Geo. H. Wheeler, 1st V. Pres. James C. King, 2d V. Pres. E. M. Phelps, Treas. Thomas C. Penington, Sec. Frank R. Greene, Gen. Man. & Supt. M. K. Bowen, Buyer Geo. I. Bergen, Ch. Engr. Robert J. Hill, Elecn. G. W. Knox.

Directors.—Samuel W. Allerton, James C. King, L. Z. Leiter, D. K. Pearsons, Erskine M. Phelps, William B. Walker, George H. Wheeler.

General Office, 2020 State St.

References.—Description of road, Vol. VIII, Dec., '92, p. 724 (ill.); Vol. IX, Jan., '93, p. 34; Vol. X, Aug., '94, p. 510 (ill.); description of new elec. power plant, Vol. IX, Aug., '93, p. 510, (ill.); description of engine room, Vol. VIII, June, '92, p. 333 (ill.); description of loop, Vol. VIII, July, '92, p. 394; description of signal tower, Vol. IX, May, '93, p. 326; description of system of cable handling, Vol. X, Aug., '94, p. 496 (ill.); coal consumption, Vol. X, Aug., '94, p. 497; description of switching system, Vol, X, Sept., '94, p. 577 (ill.); description of track crossings, Vol. XI, Jan., '95, p. 44 (ill.); description of tower wagon, Vol. XI, Mar., '95, p. 149 (ill.); description of tunnel construction on 21st St., Vol. XI, Mar., '95, p. 170 (ill.); repairing split gear, Vol. XI, Mar., '95, p. 171 (ill.); operating detail, snow and wreckage, Vol. XI, Mar., '95, p. 157; annual reports, Vol. IX, Feb., '93, p. 96; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, p. 133; Vol. XI, Feb., '95, p. 118; description of road, Vol. IX, Mar., '93, p. 162; description of power plant, Vol. XI, Souv., '95, p. 68 (ill.); description of electric transfer table, Vol. XI, May, '95, p. 309 (ill.); description of power plant, Vol. XIII, Mar., '97, p. 163 (ill.); recent extensions (brief), Vol. XII, Dec., '96, p. 757; description of road (brief), Vol. XII, Oct., '96, p. 604; operating detail, Vol. XII, Aug., '96, p. 468 (ill.); new motors (brief), Vol. XII, July, '96, p. 441 (ill.); operating detail, Vol. XII, July, '96, p. 402 (ill); proposed extensions (brief), Vol. XII, May, '96, p. 281; party car and mail car, Vol. XII, June, '96, p. 359 (ill.); operating detail (brief), Vol. XII, June, '96, p. 357.

Date of information, Mar., 1897. a z

Chicago Electric Transit Co.—Chartered 1894. The lines of this company run north on Elston Avenue, from Milwaukee Avenue, 5.93 miles, to Montrose Boulevard, the southern terminus connecting with the cable system of the West Chicago Street R. R. Co.; also west on Belmont Avenue from Halsted Street to Milwaukee Avenue, 3.34 miles; also on Graceland Avenue and Irving Park Boulevard from Evanston Avenue to Milwaukee Avenue.

Capital Stock, $1,500,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $2,000,000, issued, $986,000; coupon, but may be registered; dated Aug. 1, 1894, due 1914; denom. $1,000; int. payable Feb. and Aug., at office of the company; trustee of mortgage, the Illinois Trust & Savings Bank.

Note.—$768,000 of the first mortgage bonds issued are guaranteed principal and interest by the West Chicago Street R.R. Co., and $218,000 by the North Chicago Street R. R. Co. The mortgage to the trustee covers the electric power house, car barn and about two acres of real estate, together with road, equipment, etc.

Operation.—Year ending Dec. 31,	1895.	1896.
Gross receipts	$141,524	$223,141
Operating expenses	92,546	126,458
Earnings from operation	48,978	96,683
Fixed charges	43,986	51,668
Net income	4,992	45,015

Plant and Equipment.—Miles of track (electric), 26; gauge, 4 ft. 8 ½ in.; 85 lb. girder rail.; 65 cars of which 25 are motor cars and 40 trail cars; Fraser & Chalmers engines, Gen. Elec. dynamos and motors, Brownell cars.

Officers.—Pres. D. H. Louderback, V. Pres. C. D. Hotchkiss, Sec. & Treas. H. Abel, Gen. Man. & Pur. Agt. J. M. Roach, Supt. & Elecn. W. E. Halm, Ch. Engr. E. W. Curtin.

General Office, 444 No. Clark St.

Date of information, Apr., 1897. a z y

Chicago General Railway Co.—Chartered Oct. 21, 1893. Annual meeting second Monday in Jan. In May, 1896, the West & South Towns Street Ry. Co. was consolidated with this company.

Capital Stock, authorized, $10,000,000, issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,532,000, in escrow (see Note), $468,000; dated Nov. 1, 1895, due 1935, but subject to call at 105 and interest on Nov. 1, 1905, or semi-annually thereafter; coupon, but may be registered; denom. $500 and $1,000; int. payable May and Nov., at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage.

West & South Towns Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $468,000; coupon, but may be registered; dated Feb. 8, 1892, due Aug. 1, 1912, but redeemable after Feb. 1, 1902, at 105 and interest; denom. $1,000; int. payable Feb. and Aug., at office of Merchants' Loan & Trust Co.; trustee of mortgage, Northern Trust Co., of Chicago.

Note.—$468,000 of the first mortgage bonds are held in escrow to retire the West & South Towns Ry. Co.'s bonds described above.

Franchises.—The city franchises read as follows: "The cars to be used on said railway may be operated by animal or cable power, electric, compressed air or gas motors, provided overhead wires are used; the main electric feeders shall be placed underground, and connections to the trolley wire shall be made through hollow iron pipes. Said company shall also have the right to operate its cars over tracks not owned by it upon such terms and conditions, by lease or contract, as may be agreed upon between the companies owning such respective tracks, or otherwise, not in conflict with any of the conditions of this ordinance or the general ordinances of the city; and provided further, that the rate of fare to be charged upon the lines herein authorized, or over which said company may so operate, shall not exceed five cents for one continuous ride for any distance within the present or future city limits." (Granted Feb., 8, 1892.)

"Whenever said company shall desire to condemn any property as provided for in the laws of the State of Illinois, said company may connect the property so acquired by condemnation, purchase or otherwise, with the lines herein mentioned and for such purposes said company may cross any connecting, abutting or intersecting streets, avenues, courts, places, alleys and public highways." (Granted Apr. 5, 1893.). Under this section about 3 miles of private right of way are being purchased.

Operation.—Year ending Dec. 31,	1895.	1896.
Receipts from passengers	$81,221	$80,027
" other sources	861	16,224
" total	82,082	96,251
Operating expenses	64,334	49,273
Earnings from operation	17,748	46,978
Deductions from earnings.		
Fixed charges		35,813
General expenses and taxes		9,435
Net income		1,730

OPERATING EXPENSES.

Year ending Dec. 31, 1896.

Maintenance	$10,357
Transportation	38,916
Total	$49,273

Plant and Equipment.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 35 cars, of which 33 are motor cars and 2 trail cars; Bates engines, Gen. Elec. dynamos, Sperry motors, Pullman cars, Peckham trucks.

Officers.—Pres. John Whitbeck, V. Pres. C. L. Bonney, Sec. & Treas. Lawton C. Bonney, Supt. W. F. Brennan, Pur. Agt. C. L. Hull, Elecn. Jas. Cleary, Ch. Engr. Geo. Caywood.

Directors.—Lawrence E. McGann, John Witbeck, C. L. Bonney, N. D. Lawton, J. P. Black, Lawton C. Bonney, Lyman M. Paine.

General Office, 1622 W. 22d St.

References.—Increase of bonds, Vol. XI, Jan., '95, p. 58; annual report, Vol. X, Sept., '94, p. 600; Vol. XI, Feb., p. 119. WEST & SOUTH TOWNS STREET RY. CO.—Prospectus, Vol. IX, Mar., '93, p. 161.

Date of information, Apr., 1897. a z y

Chicago & Jefferson Urban Transit Co.—Chartered Oct. 8, 1890, for 100 years; municipal franchise granted Oct. 11, 1892, for 20 years. Annual meeting second Monday in Nov. This road is affiliated with the West Chicago Street Ry. Co.

Capital Stock, authorized and issued, $2,000,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $2,000,000, issued, $205,000, in treasury, $1,795,000; dated Nov., 1895, due 1915; denom. $1,000; int. payable May and Nov., at office of company; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

Note.—Treasury bonds may be issued for extensions.

Plant and Equipment.—Miles of track (electric), 7.70; gauge, 4 ft. 8½ in.; 85 lb. girder r; 15 motor cars; rent power from West Chicago Street R. R. Co.

Officers.—Pres. LeGrand W. Perce, Sec. & Treas. L. S. Owsley, Gen. Man. F. L. Fuller.

Directors.—LeGrand W. Perce, L. S. Owsley, J. Charles Moore, J. Wm. Helm, B. C. Stidger, P. P. Sears.

General Office, 89 W. Washington St.

Date of information, Apr., 1897. a d z

Chicago North Shore Street Railway Co.—This company operates a 9 mile electric road from the terminus of the North Chicago Street R. R. Co. to Evanston. It was leased in 1894 for 50 years to the North Chicago Electric Ry. Co., which guarantees 6 p. c. dividends on the company's capital stock.

Capital Stock, authorized and issued, $650,000. Dividends, 6 p. c. per annum, payable quarterly.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $1,500,000, issued, $675,000; coupon, but may be registered; dated Mar. 15, 1894, due Apr. 1, 1912, but subject to call at 105 and int. annually after 1905; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Illinois Trust & Savings Bank of Chicago, and Chase National Bank of New York; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago. These bonds are guaranteed, principal and interest, by the North Chicago Electric Ry. Co.

West
47TH.
45TH.
43RD.
South
STEWART
C. & W. I.
S. MORGAN
ST.
ASHLAND
HALSTEAD
AVE.
26TH.
22ND.
WEST
PAULINA
NORTH
CHICAGO
AVE.
WASHINGTON
BOULEVARD
FRANKLIN
FULLERTON
SHEFFIELD
CLARK

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 85 lb. Johnson girder rail; 25 motor cars; Wheelock engines, Gen. Elec. dynamos and motors, Pullman cars.

Officers.—Pres. J. L. Cochran, V. Pres. C. D. Hotchkiss, Sec. & Treas. Howard Abel, Supt. R. S. Ives.

Directors.—J. L. Cochran, B. E. Sunny, Howard Abel, C. D. Hotchkiss, W. F. Furbeck.

General Office, 444 No. Clark St.

References.—Description of road, Vol. IX, Sept., '93, p. 565 (ill.); increase of stock, Vol. IX, May, '93, p. 344.

Date of information, Apr., 1897. a z y

Chicago Passenger Railway Co.—See West Chicago Street R. R. Co.

Chicago West Division Railway Co.—See West Chicago Street R. R. Co.

Cicero & Proviso Street Railway Co.—This company's lines extend from West 40th St., Chicago, through the townships of Cicero and Proviso. Located on its lines are the suburban towns of Moreland, Linden Park, Austin, Ridgeland, Oak Park, River Forest, Harlem, Maywood and Melrose Park. This property has been leased to the West Chicago Street R. R. Co. (which see for details of lease)

Capital Stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $1,000,000; issued, $740,000; dated Nov. 1, 1889, due 1904; int. payable May and Nov., at office of Farmers' Loan & Trust Co., of New York. Trustee of mortgage, David S. Wegg.

Consolidated mortgage, 5 p. c. gold coupon bonds, authorized, $2,500,000, issued, $2,000,000, of which $871,000 are in escrow (see Note), dated, May 1, 1895, due, 1915; denom. $1,000; int. payable May and Nov., at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

Note.—$871,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds outstanding.

The consolidated mortgage bonds are guaranteed by the West Chicago Street Ry. Co.

Plant and Equipment.—Miles of track (electric) 50; gauge, 4 ft. 8½ in.; 60 lb. and 90 lb. Johnson girder rail; 87 cars, of which 76 are motor cars and 11 trail cars; Allis engines, Siemens & Halske dynamos, Gen. Elec. motors, American, Pullman and St. Charles cars.

Officers.—Pres. Geo. A. Yuille, Sec. Henry G. Foreman, Treas. L. S. Owsley.

Directors.—Henry G. Foreman, W. F. Furbeck, Geo. Butters, Geo. A. Yuille, L. S. Owsley.

General Office, 402 Equitable Bldg., Chicago.

References.—Description of road, Vol. IX, Mar., '93, p. 162 (ill.); increase of stock, Vol. XI, Mar., '95, p. 183.

Date of information, Apr., 1897. a z y

The Englewood & Chicago Electric Street Railway.—Chartered Mar., 1894. This property was placed in the hands of a receiver in Jan., 1897, in the interests of the New York bondholders.

Capital Stock.—Authorized and issued, $2,500,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $2,000,000, issued, $1,000,000; dated 1894, due 1914; int. payable at office of Equitable Trust Co.

Plant and Equipment.—Miles of track (electric), 21.5; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 40 motor cars; Bullock engines, E. S. B. batteries, St. Louis cars.

Officers.—Receiver G. Herbert Condict, Pres. & Treas. J. C. Shaffer, V. Pres. Walter Olds. Sec. Chas. F. Griffin.

General Offices, 88th St. and Vincennes Road.

Date of information, Mar., 1897. d z

Evanston Electric Railway Co.—Chartered in 1896. This road is operated in connection with the North Chicago Street R. R.

Capital Stock, authorized, $1,000,000.

Funded Debt.—First mortgage 6 p. c. currency bonds, authorized $1,000,000, issued, $300,000; dated Sept., 1896, due, 1916.

Plant and Equipment.—Miles of track (electric), 5.

Directors.—Andrew Crawford, T. C. Masted, P. E. Simmons.

Date of information, Feb., 1897. y

North Chicago Electric Railway Co.—Chartered 1894. The lines of this company run north on Lincoln Avenue from Wrightwood Avenue to North 59th Street (4 miles) and on Milwaukee Avenue from Armitage Avenue to Lawrence Avenue in the town of Jefferson (5 miles), and connect with the cable system of Chicago.

Capital Stock, $2,000,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $1,000,000, issued, $466,000; coupon, but may be registered; dated Aug. 1, 1894, due 1914; denom. $1,000; int. payable Feb. and Aug. at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

Note.—Of the first mortgage bonds issued $180,000 are guaranteed principal and interest by the West Chicago Street R.R. Co., and the remaining $286,000 are guaranteed by the North Chicago Street R. R. Co.

Operation.—Year ending Dec. 31, 1896.

Gross receipts	$309,481
Operating expenses	149,051
Earnings from operation	160,430
Fixed charges	105,812
Net income	54,618

Plant and Equipment.—Miles of track (electric), 15.83; 20 motor cars.

General Office, 444 No. Clark St.

Date of information, Apr., 1897. a z y

North Chicago Street Railroad Co.—Chartered May 18, 1886, for 99 years. Annual meeting in Jan.

Capital Stock.—authorized, $10,000,000, issued $6,600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $3,171,000; coupon, but may be registered; dated 1886, due $1,500,000 in 1906, $1,250,000 in 1909, $421,000, in 1916; int. payable Jan. and July, at office of the company in Chicago; trustee of mortgage, Fidelity Investment Trust & Safe Deposit Co., of Philadelphia.

6 p. c. certificates of indebtedness, $500,000; dated 1891, due 1911; int. payable Jan. and July, at office of Merchants' Loan & Trust Co., of Philadelphia.

6 p. c. certificates of indebtedness, $591,000; dated Jan. 4, 1895, due 1900 to 1915; int. payable Jan. and July in Chicago.

North Chicago City Ry. Co.'s first mortgage 6 p. c. bonds, $500,000; coupon, but may be registered; dated 1880, due 1900; int. payable Jan. and July, at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage.

North Chicago City Ry. Co.'s second mortgage 4½ p. c. bonds, authorized and issued, $2,500,000; coupon, but may be registered; dated 1887, due 1927; int. payable May and Nov., at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

The company has guaranteed the principal and interest of $286,000 of the bonds of the Chicago Electric Railway Co., $218,000 of the bonds of the Chicago Electric Transit Co., and $135,000 of the bonds of the North Side Electric Ry. Co. For detailed description of these issues, see the companies named.

Note.—The original issue of the company's first mortgage bonds was $1,500,000. Subsequent issues have been made under a clause in the mortgage providing that with the consent of the trustees, additional bonds may be issued for permanent improvements to an amount equal to 75 p. c. of their actual cost.

Leased Roads.—The company owns a controlling interest ($250,100 out of $500,000) in the capital stock of the North Chicago City Railway Co. (acquired in 1886) and operates the lines of that company under a 999 year lease, dated Nov. 24, 1886, by the terms of which the company assumes the principal and interest of the lessor's bonded indebtedness and other liabilities, and pays as rental $30 per share on the outstanding capital stock ($249,900).

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts pass..	$2,521,612	$3,014,790	$2,479,813	$2,694,359	$2,826,800
" other.	89,647	86,358	85,805	86,128	86,909
" total..	2,611,259	3,101,148	2,565,618	2,780,487	2,913,709
Operating exp.	1,334,052	1,412,756	1,347,326	1,312,107	1,394,387
Earnings op'n..	1,277,207	1,688,392	1,218,292	1,468,380	1,519,322
Deduc. earns..			465,648	471,252	524,231
Interest.....	183,683	159,948			
T'xes,ins.and deprec'n ..	77,824	110,850			
Rentals.....	263,154	263,084			
Net income....	752,546	1,154,510	752,644	997,128	995,091
Dividends paid	575,000	618,575	659,913	659,922	758,901
To surp. acct..	177,546	535,935	92,731	337,206	236,190
Tot'l surp.acct.	728,409	126,434	1,357,076	1,694,281	1,930,470
Extra div. 20 p.c.				1,100,000	1,100,000
Net surplus....				594,281	830,470
P. c. op. exp. to total recpts..	52.9	45.55	52.5	47.2	47.8

Please note date of information at end of each report.

Chicago Union Traction Co.—Chartered June 17, 1899, [illegible] Trading & East Chicago Electric Ry.

Capital Stock, authorized $[illegible] issued $[illegible] par $[illegible]

Funded Debt, as follows:

Bonds and Equipment.—[illegible]

Offices.—[illegible]

Directors.—[illegible]

General Office.—[illegible]

[illegible]

Chicago City Railway Co.—Chartered June 17, 1859, [illegible] Chicago Passenger & Cable Railway Co. The company [illegible]

Capital Stock, authorized $[illegible] issued $[illegible]; par $[illegible]

Funded Debt, as follows:

Bonds and Equipment.—[illegible]

Offices.—[illegible]

Directors.—[illegible]

General Office.—[illegible]

Statement.—[illegible]

[illegible]

The Chicago Railroad Co.—This company was incorporated [illegible] Chicago Electric Ry. [illegible] Chicago Passenger Railway Co. and the Chicago & Northern Railway Co. and [illegible] Chicago City Railway Co. and the Chicago & Western Indiana R. R.

Chicago West Division Ry. Co.'s first mortgage 4½ p. c. bonds, outstanding, $4,040,000; dated July 1, 1892, due 1932; denom. $1,000; int. payable Jan. and July, at company's office; trustee of mortgage, Merchants' Loan & Trust Co.

Chicago Passenger Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $400,000; coupon, but may be registered; dated Aug. 1, 1885, due 1903; denom. $1,000; int. payable Feb. and Aug.

Chicago Passenger Ry. Co.'s consolidated mortgage 6 p. c. bonds, authorized $1,000,000, issued, $600,000; coupon, but may be registered; dated June 1, 1889, due 1929; denom. $1,000; int. payable June and Dec., at Chicago National Bank; trustee of mortgage, John R. Walsh.

West Chicago Street R. R. Tunnel Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be regtered; dated Feb. 1, 1889, due 1909; int. payable Feb. and Aug. in Chicago.

Power House mortgages of 1928-29 (int. 5 p. c.), $204,000.

The company has guaranteed the principal and interest of $180,000 of the bonds of the North Chicago Electric Ry. Co., $768,000 of the bonds of the Chicago Electric Transit Co., and the $2,000,000 issue of the Cicero & Proviso Street Ry. Co. For detailed description see the companies named.

Note.—$6,031,000 of the consolidated mortgage bonds have been issued for the purpose of retiring $2,700,000 outstanding 6 p. c. debenture bonds, and the floating debt, amounting to about $3,000,000; $3,969,000 of the consolidated mortgage bonds are held in escrow to retire an equal amount of first mortgage bonds. $2,500,000 of the consolidated mortgage bonds are held in the treasury, and will only be issued for permanent improvements to the property, or for the acquirement or construction of new lines, at a rate not to exceed 75 p. c. of the cost of such additional acquisitions.

The bonds of the West Chicago Street R. R. Tunnel Co. are secured by a first mortgage on real estate and tunnel property costing $2,515,000, of which the real estate alone cost $715,000.

In Mar., 1896, the stockholders of the Chicago Passenger Ry. Co., authorized the directors to increase its capital stock from $1,000,000 to $2,000,000, and to issue additional bonds to the amount of $1,000,000. It is understood that $730,000 of the new stock was subscribed for at par by the trustee representing the interest of the West Chicago Street R. R. Co. in the capital stock of the Chicago Passenger Ry. Co., and the remainder was taken at par by the outside stockholders. The bonds will be sold to reimburse the West Chicago R. R. Co. for its expenditures upon the system of the Chicago Passenger Ry. Co.

Leased Roads.—The company owns a controlling interest ($625,100 out of $1,250,000) of the capital stock of the Chicago West Division Ry. Co. and operates it under a 99 year lease, by the terms of which the company assumes the principal and interest of the lessor's funded indebtedness and pays as rental 35 p. c. per annum on the outstanding capital stock ($624,900).

The Chicago West Division Ry. Co. owns a controlling interest ($1,460,000 out of $2,000,000) of the capital stock of the Chicago Passenger Ry. Co., and the company also operates this property under a 99 year lease, having assumed the lessor's funded indebtedness and agreed to pay 5 p. c. per annum on its entire capital stock.

The company operates the West Chicago Street R. R. Tunnel Co. under a 999 year lease made in 1889, by the terms of which the company agrees to pay an annual toll on each car passing through the tunnel, to form a rental which shall never fall below an amount sufficient to pay the interest on the bonds and to provide a sinking fund for their retirement.

The company leases the property of the Cicero & Proviso Street Ry. Co. The lease provides that there shall be no set price paid to the Cicero & Proviso Street Ry. Co., but that it shall be operated by the West Chicago Street R. R. Co., and the profits, whatever they may be, turned over to the lessee.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. pass...	$4,585,237	$5,196,172	$4,142,453	$4,157,281	$3,973,895
" other..	34,987	39,462	38,784	44,240	45,053
" total...	4,620,225	5,235,634	4,181,237	4,201,477	4,018,948
Op. exp.....	2,687,310	2,892,982	2,518,626	2,267,195	2,138,378
Earn'gs op'n..	1,932,914	2,342,651	1,662,610	1,934,282	1,880,569
Deduc. earns.					
Int. on b'nds.	253,496	223,152	240,862	241,813	241,800
Taxes & int.	151,078	228,098	128,108	169,702	280,906
Rentals....	490,500	490,500	490,500	490,500	493,407
Net income...	1,037,840	1,400,902	803,139	1,032,266	864,455
Div. paid.....	725,000	991,559	1,184,298	791,340	791,340
To surp. acct.	312,839	409,343	*381,159	240,926	73,115
P. c. div. paid.	8.75	9	9	6	6
P. c. op. exp.. to tot. rects.	58.23	55.15	60.25	54.0	53.2

*Deficit.

OPERATING EXPENSES.

Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Transporta'n..	$1,249,442	$1,377,849	$1,252,835	$1,252,419	$1,219,416
Maint of way..	167,332	168,454	139,286	99,758	83,041
Motive power..	841,779	906,160	756,768	526,698	454,928
Main. of cars..	149,678	158,915	106,446	92,863	133,498
Gen'l expenses.	279,078	281,605	263,289	295,455	247,495
Total.....	$2,687,310	$2,892,982	$2,518,626	$2,267,195	$2,138,378

STATISTICS OF TRAFFIC.

Year ending Dec. 31,

	1892.	1893.	1894.	1896.
Pass. carried, cable cars.	39,746,545	45,933,073	45,181,243	
" " horse " .	54,771,929	61,120,388	40,106,059	
" " total.....	94,518,474	107,053,461	85,287,302	
Miles run, cable cars....	6,505,093	7,210,890	7,370,611	
" " horse " ...	9,077,048	9,602,245	8,300,889	
" " total.....	15,582,141	16,813,134	15,671,500	
Op. exp. c. mile cable c.	$.1388	$.1371	$.1346	$.1388
" " elec. c..				.1069
" " h. c....	.1966	.1983	.1838	.2077
" " aver...	.1725	.1721	.1607	.1511
Cost per pass. carried...				.0387
Pass. rects. c. mile cable c.	.3029	.3118	.3007	
" " " h. c....	.2919	.3069	.2320	
" " " eq. c...	.2943	.3091	.2643	

Dividends, in 1889, 5 p. c.; in 1890, 5 p. c.; in 1891, 4¾ p. c.; in 1892, 8¾ p. c.; in 1893, 9 p. c.; in 1894, 9 p. c.; in 1895, 6 p. c.; in 1896, 6.6 p. c. Dividends payable quarterly in Feb., May, Aug., Nov.

Plant and Equipment.—Miles of track, 202.7; operated by electricity 166.78, by cable 30.42, by horses 5.5; gauge, 4 ft. 8½ in.; 43 lb. to 90 lb. tram and girder rail; 165 horses, 1,896 cars, of which 325 are motor cars, 200 are grip cars, and 1,371 trail and horse cars, 107 sweepers and snow plows.

Officers.—Pres. Charles T. Yerkes, V. Pres. & Gen. Man. J. M. Roach, 2d V. Pres. & Asst. Gen. Man. George A. Yuille, Sec. & Treas. Louis S. Owsley, Asst. Sec. & Treas. W. S. Bell, Supt. F. L. Fuller, Pur. Agt. E. A. Blodgett.

Directors.—Charles T. Yerkes, J. M. Roach, H. J. Weeks, S. W. Rawson, F. H. Winston, W. F. Furbeck and George A. Yuille.

General Office, 89 West Washington St.

References.—Description of road, Vol VI, May, '90, p. 213 (ill.); Vol. IX, Jan, '93, p. 34; Vol. X, Aug., '94, p. 514; description of power plant, Vol. VI, June, '90 p. 281 (ill.); description of Milwaukee Ave. power plant, Vol. VII, Oct., '91. p. 511 (ill.); description of power plant, Vol. VIII, Nov., '92, p. 690 (ill.); description of Blue Island Ave., power plant, Vol. IX, Sept., '93, p. 594 (ill.); description of power plant, Vol. XI, Mar., '95, p. 165 (ill.); description of car shops, Vol. VII, Mar., '91, p. 122 (ill.); description of tunnel, V ol. VIII, Apr., '92, p. 244 (ill.); description of track, new loop, Vol. IX, Jan., '93, p. 13 (ill.); description of tunnel, Vol. X, May, '94, p. 290; increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. XI, Mar., '95, p. 183; operating detail. sw. and sig. tower, Vol. VIII, Feb,. '92. p. 70 (ill.); App. and Agr. blanks, Vol. IX, Feb., '93, p. 91; annual reports, Vol. IX, Feb., 93, p. 97; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, 132; Vol. XI, Feb., '95, p. 118; improvements, Vol. VII, Oct., '91, p. 508; description of repair shop, Vol. XII, Apr. '96, p. 224 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605.

Date of information, Feb., 1897. a

West Chicago Street Railroad Tunnel Co.—(See West Chicago R. R. Co.)

ELEVATED RAILROADS.

South Side Elevated Railroad Co.—Chartered Jan., 1897, as a successor to the Chicago & South Side Rapid Transit R. R. Co., which was sold under foreclosure of mortgage on Sept. 16, 1896, for $4,100,100, to a committee representing the first and second mortgage bondholders. The par value of the first and second mortgage bonds was $10,500,000. On Dec. 19, 1896, the committee issued a reorganization plan, by the terms of which the old first mortgage bondholders were to receive the par value of their bonds and overdue interest in preferred stock of the new company; the holders of the extension bonds of 1893 were to receive 60 per cent. of the par value of their bonds and overdue interest in preferred stock; and the old stockholders were to have the right to subscribe at par to 4 per cent. certificates of indebtedness, to the extent of 20 per cent. of the par value of their stock.

The certificates of indebtedness were to be payable in thirty years; the interest was to be payable only when earned, and the certificates were to be convertible at the option of the holder into common stock of the new company at any time within ten years, the company reserving the option of redeeming such certificates at 90 days' notice, and at a premium of 20 per cent., at any time before their conversion into stock.

The preferred stock was to receive 6 per cent. non-cumulative dividends; and after 12 per cent. was paid on the common stock, further net earnings were to be divided ratably between the new and old stock.

Common stock was to be issued, for the first ten years, only in exchange for an equal amount of the certificates of indebtedness.

During the month in which the stockholders were given the right to come in under this reorganization practically none did so; and the bondholders of the new company are understood to have received stock in the new corporation in accordance with the proposed plan.

Capital Stock.—New capital stock authorized, $10,323,800, being the equivalent of the first and second mortgage bonds and overdue interest of the Chicago & South Side Rapid Transit R. R. Co. on Jan. 1, 1897.

Funded Debt.—In Apr., 1897, a meeting of the stockholders was called for June 24, to take action on a proposition to issue $1,500,000

of first mortgage. 4½ per cent., ten year bonds, to provide for the equipment of the road by electricity.

Operation.—The following operating report is for the Chicago & South Side Rapid Transit R. R. Co. for the years ending

	Dec. 31, 1893.	Dec. 31, 1894.	Dec. 31, 1895.	16 mos. ending Apr. 5, 1897.
Rec'ts from pass.....	$1,535,472	$679,381	$710,857	$912,450
" other sources....		32,303	33,310	46,407
" total.....	1,535,472	711,685	744,167	958,857
Operating expenses.....	844,118	551,811	513,704	627,746
Earn'gs from oper'n....	691,354	159,874	†230,463	‡331,111
Deduct. from earnings.				
Interest on bonds....		525,000	525,000	
Taxes.....	2,377	16,750	46,680	
Net income.....		*381,877	*341,217	
Total surplus account...	325,183	*56,693		
Per cent. op. exp. to total receipts.....	54.9	78.8	69.1	65.5

*Deficit. †Includes figures furnished by the receiver for the period from Oct. 5 to Dec. 31, 1895. ‡Covers full period of receivership.

OPERATING EXPENSES.

Years ending Dec. 31,	1893.	1894.	1895.
Main'ce of way and structures.....	$24,222	$42,692	$37,190
" rolling stock.....	55,999	26,975	33,906
Conducting transportation.....	677,754	405,854	357,415
General expenses.....	86,144	76,290	85,193
Total.....	$844,119	$551,811	$513,704

Plant and Equipment.—Miles of main line, 8.56, of second track, 8.56, of sidings, 1.5, total track (steam elevated, in process of conversion to electric), 18.62; gauge, 4 ft. 8½ in.; 90 lb. T rail; 46 locomotives, 180 passenger cars, 1 supply car.

Officers.—Pres. Leslie Carter, V. Pres. Wm. Fleming, Sec. & Treas. J. H. Glade, Auditor, J. E. Williams, Gen. Man. M. Hopkins, Supt. J. F. Morrison, Engr. of Maintenance, Eugene Klapp,

Directors.—B. L. Smith, A. O. Slaughton, C. J. Blair, Geo. D. Boulton, Wm. Flemming, C. J. Lefens, Leslie Carter, Jos. Liter, W. B. Walker, Geo. E. Adams, E. Buckingham, E. L. Lovdell.

General Office, 47 Congress St.

References.—Operating detail, Vol. VIII, Apr., '92, p. 251; annual report, Vol. X, Feb., '94, p. 147; change of owners, Vol. IX, Jan., 93, p. 68; general information, Vol. VIII, June, '92, p. 337 (ill.); opening, Vol. VIII, July, '92, p. 430; general information, Vol. VIII, Oct., '92, p. 605; Vol. VIII, June, '92, p. 337 (ill.).

Date of information, May, 1897. z

Lake Street Elevated Railroad Co.—Chartered Aug. 24, 1892. Annual meeting in Jan. This company owns a double track elevated railway on Market St. from Madison to Lake, thence to the western city limits, a distance of about 6.4 miles, and has just built an extension on Lake St. from Market to Wabash Avenue, which gives the road an entrance into the heart of the business district.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. gold bonds, unassented (see Note), $875,000.

5 p. c. gold debenture bonds, authorized, $4,483,800, issued (see Note), $3,951,600, in treasury, $103,400, not yet exchanged, $532,200; dated July 1, 1895, due 1928; int. payable Jan. and July at office of Northern Trust Co., of Chicago, trustee of mortgage.

5 p. c. non-cumulative income debenture gold bonds, authorized, $1,120,950, issued, $987,900, in treasury, $48,400, not yet exchanged, $133,050; coupon, but may be registered; dated July 1, 1895, due 1928, but subject to call at 101 annually on Feb. 1; denom. $500 and scrip issued for fractional amounts; int. payable Jan. and July.

Note.—The above securities have been issued under the plan of reorganization, devised by a committee of the original bondholders in Mar., 1895. The company's original mortgage indebtedness was $7,574,000 less $101,000, held in its treasury. This indebtedness was represented by first mortgage 5 p. c. gold bonds dated July 1, 1893, due 1928. It was proposed to cancel 40 p. c. of these bonds and to deposit the remainder, amounting to $4,483,800, with the Northern Trust Co., as security for the issue of the gold debenture bonds above described. The principal and interest of these debentures were to be and have been guaranteed by the Northwestern Elevated R. R. Co. The bondholders were at the same time to receive in addition to the said debentures 15 p. c. of the face of their bonds in the income bonds described above. The trust deed securing the mortgage was to be modified so as to provide that no bonds shall hereafter be issued for the purpose of paying interest and that no bonds shall hereafter be issued for construction purposes except at par, and then to the amount only of the actual cost of construction.

When the reorganization is completed, the debenture bonds outstanding will be $4,483,800, and the income bonds outstanding will be $1,120,950.

Operation.	10 mos. end'g Dec. 31, 1894.	Year ending Dec. 31, 1895.	Year ending Dec. 31, 1896.
Receipts from pass.....	$410,270	$496,777	$551,241
" other sources....	17,825	20,528	22,428
" total	428,095	517,305	573,669
Operating expenses.....	290,091	* 290,006	†339,383
Earnings from operation..	138,005	227,298	234,286
Deduc. from earnings.			
Interest on bonds.....	276,859	230,454	‡197,565
Miscellaneous interest.	7,436	17,993	34,556
Taxes.....	436	17,000	12,279
Accrued liabilities....			3,798
Deficit.....	146,726	38,148	13,912
P.c.op.exp. to total recpts.	67.77	61.78	59.16

OPERATING EXPENSES.

Year ending Dec. 31,	1895.	1896.
Conducting transportation.....	$115,756	$121,780
Motive power.....	135,086	152,728
General expense.....	45,247	39,354
Maintenance of way and structures.....	5,894	9,908
" " equipment.....	17,603	15,613
Total.....	$319,606	$339,383

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1895.	1896.
Passengers carried.....	9,936,450	11,025,977
Train mileage.....	960,498	1,013,595

*After deducting proportion of expenses ($29,600) borne by Union Elevated Co., for Wabash Ave. extension. † Including all operating expenses. ‡ The total interest charges on bonds are $215,120, but $17,560 of this amount is interest charged on non-assenting bonds.

Balance Sheet.—Dated Dec. 31,	1895.	1896.
ASSETS.		
Construction and equipment.....	$15,938,551	$15,583,821
Tools, supplies and material on hand.....	15,334	14,321
Special repairs, foundations and structure..	34,050	
Accounts receivable, etc.....	414,040	127,025
Suspense account.....	3,755	6,299
Cash.....	12,537	14,471
Revenue account.....	203,308	
Electrical construction and equipment.....		341,814
Real estate and buildings.....		457,801
Bonds and stocks in treasury and escrow....	308,750	261,947
Profit and loss (deficit).....		217,220
Total.....	$16,930,326	$17,024,719
LIABILITIES.		
Capital stock.....	$10,000,000	$10,000,000
First mortgage bonds.....	1,000,000	979,000
Collateral trust debentures, outstanding....	3,929,400	3,951,600
Income bonds, outstanding.....	909,500	930,500
Income scrip, outstanding.....	72,850	57,400
Trust receipts.....	25,000	10,000
Encumbrances assumed on real estate.....	69,793	59,388
Bills payable.....	571,500	775,861
Vouchers and pay rolls.....	40,478	144,368
Reserve for taxes.....	14,000	12,231
Coupons unpaid.....	277,805	68,070
Reserve for Fifty-second St. Station.....	20,000	
Coupon interest.....		36,300
Total.....	$16,930,326	$17,024,719

Plant and Equipment.—Miles of track (elevated electric), 15; gauge, 4 ft. 8½ in.; 65 lb. to 80 lb. T rail; 125 cars, of which 37 are motor cars and 88 trail cars; Gen. Elec. dynamos and motors, Gilbert and Pullman cars.

Officers.—Pres. D. H. Louderback, V. Pres. A. S. Littlefield, Sec. & Treas. R. Laughlin, Gen. Supt. F. Hedley, Ch. Engr. C. V. Weston, Elecn. J. R. Chapman.

Directors.—C. D. Hotchkiss, W. F. Furbeck, A. S. Littlefield, George A. Yuille, Robert Laughlin, D. H. Louderback, John B. Parsons, Clarence A. Knight, M. McDonald.

General Office, 444 No. Clark St.

References.—Increase of bonds, Vol. IX, June, '93, p. 419; annual report, Vol. XI, Feb., '95, p. 118; description of opening of road (brief), Vol. XII, July, '96, p. 443; electrical equipment (brief), Vol. XII, June, '96, p. 345.

Date of information, Apr., 1897. a z

Metropolitan West Side Elevated Railroad Co.—This property was placed in the hands of a receiver in Jan., 1897, and the company is now in process of reorganization.

Please note date of information at end of each report.

Capital Stock.—Common stock, authorized and issued, $15,000,000; par value, $100 per share.

6 p. c. non-cumulative, preferred stock, authorized and issued, $15,000,000; par value, $100 per share. This stock is to be exchanged for bonds.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $15,000,000; coupon, but may be registered; denom. $1,000; dated Aug. 1, 1892, due 1942; int. payable Feb. and Aug. at 32 Nassau St., New York, and in Chicago. Trustees of mortgage, G. G. Haven and Adrian Iselin.

Plant and Equipment.—Miles of track (elevated electric), 36; gauge, 4 ft. 8½ in.; 80 lb. T rail; 180 cars, of which 55 are motor cars and 125 trail cars; Allis engines, Gen. Elec. dynamos and motors, Barney & Smith and Pullman cars.

Officers.—Receiver Dickinson MacAllister, Pres. R. E. Jenkins, Sec. & Treas. Geo. Higginson, Jr., Supt. W. E. Baker, Act. Pur. Agt. M. M. Dorland, Supt. of Trans. A. S. Jones, Roadmaster M. N. Scott, Ch. Engr. of Power Station M. Conealy, Gen. Foreman of Car Shops J. S. Doyle.

Directors.—R. E. Jenkins, W. W. Gurley, W. E. Baker, Dickinson MacAllister, Geo. Higginson, Jr.

General Office, 260 Franklin St.

References.—Description of road, Vol. XI, Feb., '95, p. 108 (ill.); Vol. XI., May, '95, p. 307.

Date of information, Apr., 1897. a z

Northwestern Elevated Railroad Co.—Chartered 1894. The company has acquired the entire right of way over its intended route, and expects to have its lines completed by Jan., 1898.

Capital Stock, authorized, $15,000,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $15,000,000, issued to the construction company, $3,000,000; dated Aug. 1, 1894, due, 1944; int. payable at office of Illinois Trust & Savings Bank, of Chicago, trustee of mortgage. These bonds will be retired and preferred 6 p. c cumulative stock issued, to the cost of the road, on completion of construction work.

The company has guaranteed the principal and interest of the debenture bonds of the Lake Street Elevated R. R. Co.

Plant and Equipment.—Miles of track, 14.

General Office, 444 No. Clark St.

Reference.—Mortgage, Vol. X, Nov., '94, p. 754.

Date of information, Apr., 1897. z

Union Elevated Railroad Co.—Chartered Nov., 1894. This company operates an electric railroad loop or circuit around and through the business center of Chicago, which furnishes a downtown terminus for the Metropolitan West Side Elevated R. R. Co., the Lake Street Elevated R. R. Co., the Northwestern Elevated Co. and the Chicago & South Side Rapid Transit R. R. Co. Under a contract made on Dec. 19, 1894, with each of the four companies named, the Union Elevated R. R. Co. is to receive one-half cent per passenger carried over any part of its system, with a minimum guaranteed income of $250,000 per annum.

Capital Stock, $5,000,000, paid in, $1,000,000.

Funded Debt.—5 p. c. gold mortgage bonds, authorized, $5,000,000, issued, $3,500,000.

Date of information, Apr., 1897. z

NEW CORPORATION.

Union Consolidated Elevated Railroad Co.—This company intends to build an elevated road connecting the Metropolitan West Side Elevated Road with the Union Elevated Road.

Funded Debt.—First mortgage 5 p. c. gold bonds, $500,000; dated 1896, due Nov. 1, 1936; trustee of mortgage, Central Trust Co., of New York. These bonds are guaranteed, principal and interest, by the Metropolitan West Side Elevated Co.

Date of information, Feb., 1897. y

CHILLICOTHE, ILL.

Population in 1880, 936, in 1890, 1632.

People's Street Railway Co.—Leased to Jas. Kinlock for 10 years from May 1, 1892.

CAPITAL STOCK, $8,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 16 lb. to 25 lb. T rail; 12 horses, 6 cars.

LESSEE & Gen. Man. James Kinloch.

Date of information, Jan., 1894.

CHILLICOTHE, O.

Population in 1880, 10,938, in 1890, 11,288.

Chillicothe Electric Railroad, Light & Power Co.—Chartered Sept., 1894, to take over the property of the Chillicothe Electric Railway & Lighting Co., which was sold in Sept., 1894, to the General Electric Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $75,000, issued, $60,000, in treasury, $15,000; coupon, but may be registered; dated Jan., 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of the company; trustee of mortgage, Old Colony Trust Co.

BALANCE SHEET.—Dated Jan. 15, 1897.

ASSETS.

Treasury bonds on hand	$15,000
Franchise	15,000
Real estate and buildings	15,807
Office furniture and fixtures	600
Cash on hand	2,450
Sundry subscribers	247
Overhead lines	25,060
Steam plant	16,985
Electric plant	25,174
Road bed and track	39,409
Cars and car equipment	26,972
Oil and waste	25
Tools	1,990
Carbons	10
Insurance premiums, advanced	93
Employes' accident insurance	44
Total	$184,866

LIABILITIES.

Capital stock	$100,000
Funded debt	75,000
Taxes due June 1897	218
Profit and loss (surplus)	9,647
Total	$184,866

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 13 cars, of which 8 are motor cars and 5 trail cars; Ideal engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

OFFICERS.—Pres. & Gen. Man. Joseph P. Myers, V. Pres. J. A. Nipgen, Sec. & Treas. Alex. KisKadden, Ch. Engr. John Drake, Elecn. Lewis Laube.

DIRECTORS.—Joseph P. Myers, Alex. KisKadden, Richard Enderlin, J. A. Nipgen, Anna K. Adams.

GENERAL OFFICE, 90 Second St.

REFERENCE.—Receivership, Vol. IX, Aug., '93, p. 519.

Date of information, Apr., 1897. a z

CINCINNATI, O.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Cincinnati is situated in the southwestern corner of Ohio, on the north bank of the Ohio River. It is the county seat of Hamilton County.

Suburbs.—The cities of Covington and Newport and the towns of West, South and Central Covington, Dayton, Belleview, Ludlow and Bromley, all across the Ohio River in the State of Kentucky, are connected with Cincinnati by street railway lines.

Railroad and Steamship Connections.—The following railroads enter the city: Chesapeake & Ohio R. R., Pennsylvania Company, Cincinnati, Georgetown & Portsmouth R. R., Cincinnati, Hamilton & Dayton R. R., Cincinnati Northwestern R. R., Cleveland, Cincinnati, Chicago & St. Louis R. R., Cincinnati, Lebanon & Northern R. R., Cincinnati, New Orleans & Texas Pacific R. R., Baltimore & Ohio R. R., Louisville & Nashville R. R., New York, Lake Erie & Western R. R., Ohio & Mississippi R. R., Cincinnati, Portsmouth & Virginia R. R., Illinois Central R. R. About 350 steamers ply between Cincinnati and other points on the Ohio River.

Manufacturing and Commercial Interests.—A capital of about $105,000,000 is employed in the various manufacturing industries of the city, the principal productions being packed and dressed meats and other slaughter house products, manufactured iron and machinery, clothing, distilled and malt liquors, carriages and wagons, furniture, leather, boots and shoes, soap and candles, saddlery and harness, and undertakers' goods. Cincinnati has a vast inland trade both by rail and river.

Banking Capital.—There are now (1897) 13 national banks, with a combined capital and surplus of $12,081,000; 3 state banks, with capital and surplus of $900,000; 2 trust and 1 safe deposit companies,

with capital and surplus of $1,092,379; and 2 private banks with a combined capital of $200,000. The total banking capital is $14,273,379.

	1880.	1890.	1897.
Population	255,129c	296,908c	400,000
Area, in square miles	.....	.....	35¼
Population per square mile	.....	.....	11,347
Assessed Valuation.			
Real estate, 22 % actual value	.....	.....	158,297,500
Personal property	.....	.....	36,624,640
Total	167,535,356	177,773,240	194,922,140
" per cap	657	599	.....
***Municipal Debt**, net	23,953,981	24,723,068	28,526,000
" " per cap	94	83	.....
Tax Rate, per $1,000	31.00	26.66	26.40
Manufacturing Interests. c			
No. of establishments	3,276	7,664	8,667
Capital invested	50,533,100	89,886,796	106,599,037
" " per cap	198	303	.....
No. of employes	54,517	89,528	115,944
Wages per annum	19,553,629	43,934,384	.....
Cost of materials	62,376,710	83,090,968	.....
Value of product	105,259,165	178,650,185	235,000,000
Banking Capital	.....	.....	14,273,379
" " per cap	.....	.....	.....

* Including water debt, deducting sinking fund. a Local estimate of city and suburbs. c Census.

STREET RAILWAY SYSTEM—Descriptive.

Cincinnati is situated in a valley about three miles in diameter, bounded on the south side by the Ohio River, and on the north by a semi-circular range of hills rising 400 ft. above the river. The greater part of the city is built in two terraces, respectively 60 and 112 ft. higher than low water mark. The upper terrace, comprising nearly two-thirds of the area of the valley, slopes to the north and terminates at the base of the range of hills. Vine Street—the principal thoroughfare—runs nearly north from the river, and is paralleled by other important business streets. From this business district the street railway lines run north to the hills, to Elmwood, Carthage, Reading, Wyoming, Lockland and Glendale, passing a number of beautiful parks, the famous Zoological Gardens and several charming suburban villages and settlements; east to Linwood and west along the river banks to Anderson's Ferry, Delhi, and across the river to Covington, Newport and other Kentucky suburbs. Of the 295 miles of street railway track in Cincinnati, Covington, etc., 269 miles are operated by electricity and 26 miles by the cable system. The service is good, and there is a large amount of summer pleasure traffic to the parks and various resorts for which the city is noted. The street railway system is controlled as follows:

	Owns
Cincinnati Street Fy. Co	215
Cincinnati, Newport & Covington Ry. Co., electric	60
Cincinnati Inclined Plane Ry. Co., electric	20
Total	295

STREET RAILWAY SYSTEM.—Present Companies.

The Cincinnati Inclined Plane Railway Co.—In Feb., 1895, he authorities ordered the company's rails removed on the ground hat the present franchises are illegal and void. On July 1, 1895, the company defaulted on the interest of its consolidated mortgage bonds, and on Oct. 12, a receiver was appointed. The receivership was dissolved on Jan. 26, 1897, and the company is still operating its system.

Capital Stock.—Common stock, authorized, $1,000,000, issued $575,000; par value $50 per share.

6 p. c. preferred stock, authorized and issued, $150,000; par value $50 per share. This stock is secured by a second mortgage on the property.

Funded Debt.—First mortgage 7 p. c. bonds, authorized and issued, $125,000; coupon, but may be registered; due July, 1899; int. payable Jan. and July.

Consolidated mortgage 6 p. c. bonds, authorized, $500,000, issued, $375,000, in escrow (see Note), $125,000; coupon, but may be registered; dated Jan. 1, 1894, due 1914; int. payable Jan. and July, at office of the American Exchange National Bank, of New York, and the Columbian Finance & Trust Co., of Louisville.

Note.—Of the unissued consolidated mortgage bonds now in the treasury $125,000 are reserved to retire the outstanding first mortgage bonds at maturity.

Plant and Equipment.—Miles of track, 20, of which 1,920 ft. is incline plane cable and the balance electric; gauge, 5 ft. 2½ in.; 52 lb. to 58 lb. girder rail; 42 cars, of which 40 are motor cars and 2 inclined cable cars; Lane & Bodley engines, Gen. Elec. dynamos and motors.

Officers.—Pres. H. H. Littell, V. Pres. St. John Boyle, Sec. J. M. Doherty, Gen. Man. & Pur. Agt. H. P. Bradford.

Date of information Apr., 1897. d z

Cincinnati, Newport & Covington Railway Co.—Chartered 1892. This is a consolidation of the South Covington & Cincinnati St. Ry. Co., the Newport & Cincinnati St. R. R. Co. and the Cincinnati & Newport St. R. R. Co., all organized under the laws of Ohio.

The company has also secured by purchase the entire capital stock of the South Covington & Cincinnati St. Ry. Co. ($500,000), of the Newport Electric St. Ry. Co. ($500,000), of the Cincinnati, Covington & Rosedale Ry. Co. ($100,000), of the Covington & Latonia R. R. Co. ($50,000) and of the Cincinnati, Covington & Ludlow Rv. Co.

Capital Stock, issued, $3,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,500,000, in escrow (see Note), $500,000; coupon, but may be registered; dated July 26, 1892, due July 1, 1922; denom. $1,000; int. payable Jan. and July, at Western National Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York,

Second mortgage, 5 p. c. gold bonds, $500,000; int. payable Jan. and July, at Western National Bank, of New York.

South Covington & Cincinnati St. Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable Mar. and Sept.; trustee of mortgage, Wm. A. Goodman.

South Covington & Cincinnati Street Ry. Co.'s second consolidated mortgage 6 p. c. gold bonds, authorized, $500,000, cancelled $100,000, issued, $400,000, of which $250,000 are reserved to retire the first mortgage bonds, S. C. & C. S. R. Co., at maturity; dated Jan. 1, 1892, due 1932; denom. $500 and $1,000; int. payable Jan. and July, at German National Bank, of Covington, Ky.; trustee of mortgage, Cincinnati S. D. & Tr. Co.

Newport & Dayton St. Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1887, due 1917; denom. $1,000; int. payable Feb. and Aug.; trustee of mortgage, Walter Overton.

Note.—The consolidated mortgage covers all the property, treasury assets and franchises of the company including the capital stocks of the five Kentucky companies above named, which have been actually transferred on the books of the respective corporations to the Farmers' Loan & Trust Co., of New York, trustees under said mortgage, and the mortgage provides that upon default in payment of any of the interest coupons, or upon failure to comply with the conditions of the mortgage, the trustee may, at the request of the holders of the majority of the bonds at the time outstanding, without resorting to foreclosure of the mortgage, take possession of the properties of the respective railroads through its stock ownership, as trustees, and either operate them for the equal benefit of all the bondholders or sell the same at public sale as the majority of the bondholders may direct. As additional security, all the Kentucky corporations above named have executed and delivered to the Farmers' Loan & Trust Co., trustee, their agreements, respectively binding them to not in any way sell, dispose of, pledge, mortgage or encumber any of their rights, ~~franchises or privileges, property, roads~~, roadbeds or appurtenances of any kind now owned, or which may be hereafter acquired and these agreements have been duly recorded in the proper record offices of Kentucky.

Of the unissued consolidated mortgage bonds now in the treasury, $500,000 have been reserved to retire at maturity the two prior liens of constituent companies described above.

Franchises.—The Kentucky corporations above named hold valuable privileges obtained from the legislature by special charters, and the franchises over the principal thoroughfares are perpetual. By the payment of moderate annual sums the respective companies are relieved of all special taxes for street improvements, paving, etc. Through the Ohio corporations the company owns the right to operate street railways through and around Fountain Square, in Cincinnati, and to connect with the various bridges spanning the Ohio River.

Operation.—Year ending	Dec. 31, 1894.	Dec. 31, 1895.	8 mos. ending Aug. 31 1896.
Gross receipts	$497,950	$624,034	$436,377
Operating expenses	370,606	418,710	302,165
Earnings from operation	127,344	205,324	134,212

Plant and Equipment.—Miles of track (electric), 60; gauge, 5 ft. 2½ in.; 60 lb. and 80 lb. T and girder rail; 115 motor cars; Cleveland S. B. Co., Lane & Bodley and West. engines, 3,250 H. P. engines, 3,250 H. P. generators, 2,500 H. P. Stirling boilers; West. dynamos and motors, Brownell and Jones cars.

Officers.—Pres. James C. Ernst, V. Pres. Chas. E. Orr, Sec. & Treas. G. M. Abbott, Supt. T. M. Jenkins, Supt. of Power Station & Machinery A. C. Harrington.

Directors.—James C. Ernst, Chas. Fleischmann, Henry Feltman, H. Pogue, H. P. Eells, Chas. E. Orr, Jos. B. Foraker.

General Office, 4th and Scott Sts., Covington, Ky.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. X, June, '94, p. 345 (ill.); Vol. X, Souv., '94, p. 53 (ill); Park attractions, Vol. XI, Aug., '95, p. 528 (ill.).

Date of information, Apr., 1897. z

Please note date of information at end of each report.

Cincinnati Street Railway Co.—Chartered July 1, 1855, and charter renewed June 21, 1880. Municipal franchises were granted in 1896 for 50 years. Annual meeting, last Wednesday in July. On Aug. 1, 1896, the Mt. Adams & Eden Park Inclined Ry. Co., the Mt. Auburn Cable Ry. Co., and the Pendleton, Mt. Lookout & East Walnut Hill Ry. Co. were consolidated with this company.

Capital Stock.—Authorized, $18,000,000, issued, $15,000,000; par value, $50 per share.

Funded Debt.—The second mortgage bonds of the Mt. Adams & Eden Park Inclined Ry. Co. were all paid at date of maturity, June 1, 1894. The only liens now against the property are the following bond issues of constituent companies:

Mt. Adams & Eden Park Inclined Ry. Co.'s consolidated mortgage 5 p. c. coupon bonds, authorized, $850,000, outstanding, $515,500; dated Mar. 1, 1886, due 1906; denom. $500 and $1,000; int. payable Mar. and Sept., at First Nat'l Bank, of Cincinnati, O.

Mt. Adams & Eden Park Inclined Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $300,000, outstanding, $162,000; dated Oct. 1, 1880, due as follows: $62,000 on Oct. 1, 1900, and $100,000 on Oct. 1. 1905; denom. $1,000; int. payable Apr. and Oct., at First Nat'l Bank, of Cincinnati, O.

Kilgour mortgage 4 p. c. coupon bonds, $25,000; dated July 1, 1880, due 1900; denom. $500; int. payable Jan. and July, at Franklin Bank, Cincinnati; trustee of mortgage, H. B. Olmstead.

Mt. Auburn Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $200,000; dated June 1, 1887, due 1907; int. payable June and Dec., at office of company.

Dividends.—5 p. c. per annum, payable quarterly in Jan., Apr., July and Oct.

Plant and Equipment.—Miles of track, 215.2; operated by electricity, 189.2, by cable, 26; gauge, 5 ft. 2½ in.; 70 lb. to 96 lb. girder rail; 1200 cars, of which 600 are open cars and 600 closed cars; Gen. Elec. and Siemens dynamos, Gen. Elec., West. and Card motors.

Officers.—Pres. & Gen. Man. John Kilgour, Sec. & Asst. Gen. Man. Jas. A. Collins, Treas. R. A. Dunlap, Gen. Supt. John Harris, Pur. Agt. A. G. Starr, Elec. Engr. B. L. Kilgour, Mech. Engr. B. L. Baldwin, Aud. W. R. Avery, Civil Engr. F. R. Weizenecker.

Directors.—John Kilgour, Matthew Ryan, George Bullock, George N. Stone, Frank J. Jones, Nat. Henchman Davis, Stephen R. Burton.

General Office.—Apollo Building.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. VIII, Mar., '92, p. 125 (ill.); Vol. X, July, '94, p, 413 (ill.); increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 491; Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; diagram, Vol. VI, Apr., '90, p. 178 (ill.). Description of road, Vol. VI, Feb., '90, p. 54; Vol. X, July, '94, p. 414 (ill.); increase of stock, Vol. XI, Feb., '95, p. 124; description of road, Vol. VI, Feb. '90, p. 47 (ill.); Vol. VII, Jan., '91, p. 2; Vol. X, July, '94, p. 420 (ill). Description of road, Vol. X, July, '94, p. 423 (ill).

Date of information, Apr., 1897. a z

Mt. Adams & Eden Park Inclined Railway.—This company was consolidated on Aug. 1, 1896, with the Cincinnati Street Ry. Co. (which see).

Date of information, Apr., 1897. a z

Mt. Auburn Cable Railway Co.—This company was consolidated on Aug. 1, 1896, with the Cincinnati Street Ry. Co. (which see).

Date of information Apr., 1897. a z

Pendleton, Mt. Lookout & East Walnut Hill Railway Co.—This company was consolidated on Aug. 1, 1896, with the Cincinnati Street Ry. Co. (which see).

Date of information, Apr., 1897. a z

The Price Hill Inclined Plane Railroad Co.

Capital Stock, authorized, $400,000, issued, $300,000.

Plant and Equipment.—Two inclined planes each 800 ft. long; gauge, 5 ft. 6 in.; 60 lb. and 85 lb. T rail; 4 cars.

Officers.—Pres. M. W. Oliver, Gen. Man. Rees E. McDuffie, Sec. & Treas. Geo. T. McDuffie.

General Office, Price Hill.

References.—Description of road, Vol. X, Aug., '94, p. 492 (ill).

Date of information, Apr., 1897. a z

NEW CORPORATION.

Cincinnati, Hamilton, Middletown & Dayton Street Railroad Co.—Chartered Dec., 1894, to build and operate an electric railway between Cincinnati and Dayton. This company is securing franchises preparatory to the construction of its lines.

Capital Stock.—$500,000.

Officers.—Pres. L. C. Weir (New York), V. Pres. A. Hickenlooper, Sec. O. B. Brown (Dayton, O.), Treas. W. A. Goodman, Ch. Engr. Horace M. Wood (Cincinnati), Gen. Man. H. B. Morehead.

Date of information, Apr., 1897. a z

CITY ISLAND (New York City), N. Y.

Population in 1880, 989, in 1890, 1,206, in 1896, 1,852.

Pelham Park Railroad Co.—Chartered Aug. 30, 1884. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized and issued, $50,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $50,000, issued, $38,000; coupon, but may be registered; dated Apr. 1, 1887, due 1907; denom. $500; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers..	$	$	$	$ 9,652
" other sources.....				428
" total.....	10,047	10,822	11,487	10,080
Operating expenses.....	9,945	8,761	9,172	7,480
Earnings from operation..	101	2,061	2,315	2,600
Deductions from earnings..	3,115	3,419	2,632	2,555
Net income.....	*3,013	*1,358	*317	45
Total deficit.....	110	1,468	1,785	1,740

* Deficit.

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$44,232	$44,553	$44,649
" equipment.....	9,649	9,679	9,757
Stocks and bonds other companies....	40,126	40,123	40,023
Current assets.....	3,864	4,284	3,308
Profit and loss (deficit).....	1,468	1,785	1,739
Total.....	$99,339	$100,424	$99,476
LIABILITIES.			
Capital stock.....	$50,000	$50,000	$50,000
Funded debt.....	38,000	38,000	38,000
Int. on funded debt due and accrued..	570	570	570
Dividends unpaid.....	50	50	48
Loans.....	10,200	11,500	10,000
Accounts payable.....	519	304	858
Total.....	$99,339	$100,424	$99,476

PLANT AND EQUIPMENT.—Miles of track (horse) owned, 1.5, operated, 3.5, of road owned, 1.4, operated, 3.2; gauge, 3 ft. 6 in.; 30 lb. to 57 lb. T and s b rail; 16 horses, 9 horse cars.

OFFICERS.—Pres. H. D. Carey, V. Pres. Leland C. Bacon, Sec. & Treas. C. C. Corwin, Supt. W. H. Swinton.

DIRECTORS.—C. C. Corwin, Leland C. Bacon, H. D. Carey, Allen Schenck, H. N. Potter, Carsten Von Liehn, Inglis Stuart.

GENERAL OFFICES, City Island, New York City, and Coffee Exchange, New York City.

Date of information, Apr., 1897. a z

City Island Railroad.—Chartered Aug. 30, 1884. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized, $50,000, issued, $12,500.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $27,873; dated Jan. 2, 1888, due 1898; int. payable Jan. and July.

OPERATION.—Year ending June 30, 1896.

Gross receipts.....	$2,428
Operating expenses.....	1,369
Earnings from operation.....	1,059
Deficit on June 30, 1895.....	42
To surplus account.....	1,017

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road.....	$42,634	Capital stock.....	$12,500
Cash and current assets..	476	Funded debt.....	27,873
		Accounts payable.....	1,720
		Profit and loss (surplus)..	1,017
Total.....	$43,110	Total.....	$43,110

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 30 lb. to 57 lb. steel rail.

OFFICERS.—Pres. Lewis L. Rogers, Sec. & Treas. Melvin G. Lathrop, Supt. Wm. H. Swinton.

DIRECTORS.—Lewis L. Rogers, Samuel Tarr, Melvin G. Lathrop, Frank Fechteler, Edward E. Riegelman, Erwin M. Young, Frank A. Tupper.

GENERAL OFFICE, 28 Union Square, New York City.

Date of information, Apr., 1897. a b z

CLARKSVILLE, TENN.

Population in 1880, 7,880; in 1890, 9,254; in 1895 local estimates, 15,000.

Electric Street Railway Co. of Clarksville, Tenn.—This is the successor to the Clarksville Street Ry. Co., which was sold under foreclosure of mortgage on June 3, 1896. Chartered June 15, 1896, in perpetuity. The company owns an exclusive fifty year city franchise.

Capital Stock authorized, $50,000; issued $20,000.

Bonded Debt.—First mortgage 6 p. c. coupon bonds authorized, $50,000; issued none; dated July 1896; due 1916; denom. $500; int. payable Jan. and July at office of Northern Bank of Tennessee; trustee of mortgage Clarksville Trust & Banking Co.

Note.—The first mortgage bonds may be called for payment in five years from date of issue.

Plant and Equipment.—Miles of track electric, 5.5, gauge 4 ft. 8½ in., 90 lb. T rail; 16 cars, of which 6 are motor cars, 3 trail cars and 7 horse cars; 300 H. P. station plant. Rail engines Gen. Elec. dynamos and motors; Jones cars.

Officials.—Pres. N. L. Carney, V. Pres. J. F. Shelton, Sec. & Treas. Julien P. Gracey, Gen. Man. J. N. Alsop, Supt. Clay Stacker, Eng. C. C. Page.

Directors.—N. L. Carney, Julien P. Gracey, J. F. Shelton, L. R. Clark, W. M. Daniel, H. P. Cholson, R. H. Burney.

General Office, 211 So. 10th St.

Date of information, Apr., 1897. a z

CLEVELAND, O.

MUNICIPAL STATISTICS AND INFORMATION.

Location. Cleveland is situated in the extreme northern part of Ohio, at the confluence of the Cuyanoga River with Lake Erie. It is the county seat of Cuyanoga County.

Suburbs. The townships of Brooklyn, East Cleveland, Euclid, Mayfield, Newburgh and Rockport are connected with Cleveland by street railway lines. The population of these six townships was, in 1880, 16,050, and in 1890, 26,622.

Railroad Connections. Cleveland is served by the Lake Shore & Michigan Southern R. R., New York, Chicago & St. Louis R. R., Cleveland, Cincinnati, Chicago & St. Louis, R. R., Pennsylvania Company, New York, Lake Erie & Western R. R., Cleveland, Canton & Southern R. R., B. & O. via Valley R. R., Cleveland, Akron & Columbus R. R., Cleveland, Lorain & Wheeling R. R., Ohio Canal, and by several important lines of steamers on the Great Lakes, and by direct steel canal boat line via Erie Canal to New York.

Commercial Interests. Cleveland has an enormous trade with the Lake ports and with Canada, among the principal imports being iron ore, copper and lumber, while the shipments include coal and petroleum products, and manufactured iron.

Manufacturing Interests. A capital of about $65,000,000 is employed in the various manufacturing industries of the city, the principal productions being iron and steel, foundry and machine shop products, ships, paints, clothing, lumber and crude and refined petroleum.

Banking Capital. There are now (1897) 14 national banks, with a combined capital and surplus of $13,479,416; 6 state banks with capital and surplus of $972,938; 4 trust companies, with capital and surplus of $2,604,000; 12 savings banks, with capital and surplus of $7,075,768 and 2 private banks. The total banking capital is $24,222,132.

	1880.	1890.	Latest.
Population	160,141	261,353	375,000 a
Area, in square miles	26.32	26.82	31.81
Population per square mile	5,980	9,709	11,775
Assessed Valuation.			
Real estate (40% actual value) $	53,165,295	72,734,940	105,089,320 b
Personal property $	20,481,809	26,879,115	33,384,065 b
Total $	73,647,104	99,614,055	138,473,385 b
" per cap. $	460	382	
***Municipal debt**, net $	5,953,678	6,368,459	5,933,371 d
" " per cap. $	37	24	
Tax rate, per $1,000 $	26.30	29.30	29.20 b
Manufacturing Interests.			
No. of establishments	1,055.	230.	
Capital invested $	19,430,980	56,826,496	
" " per cap. $	121	217	
Value of plant $	9,400,000	33,973,952 c	
No. of employes	21,724	48,771 c	
Wages per annum $	8,502,935.	27,596,408 c	
Cost of materials $	31,629,737.	58,763,062 c	
Value of product $	48,604,050.	104,199,169 c	
Banking Capital $			24,222,132 a
" " per cap. $			

* Not including water debt, and deducting par value of sinking fund. a Local estimates. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM.—Descriptive.

The business and residential sections of Cleveland are situated on a high plateau fronting on Lake Erie, while the manufacturing district lies chiefly in the deep gorge which cuts the city in two, and through which the Cuyahoga River passes into Lake Erie. The city proper covers an area of 31.8 square miles, the population density being about 12,000 inhabitants per square mile, but the street railway lines have been largely extended during the past years into suburban districts, which are rapidly building up, and which add materially to the real population and area of the city. The street railway service is exceptionally good. All the mileage is now electric except for one cable line. The cars are all well built and attractive and run at a high rate of speed, and the patronage is, and always has been unusually large for a city of this size. The street railway mileage is controlled as follows:

	Owns
Akron, Bedford & Cleveland R. R. Co.	30
Cleveland Berea & Elyria Ry. Co.	30
Cleveland City Ry. Co.	35
Cleveland Electric Ry. Co.	120
Cleveland, Painesville & Eastern R. R. Co.	20
Total	285

STREET RAILWAY SYSTEM.—Present Companies.

Akron, Bedford & Cleveland Railroad Co.—Chartered Nov., 1894, under the Railroad Laws of Ohio.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Mar. 1, 1895, due 1915; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—Year ending Dec. 31, 1896.

Gross receipts	$96,931
Operating expenses	61,642
Earnings from operation	35,289
Deductions from earnings.	
Interest on bonds	15,000
Interest on floating debt	2,935
Net income	17,354
To surplus account	17,354
Total surplus account	16,030
Per cent. op. exp. to gross receipts	63.6

STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1896.	
Passengers carried	961,238
Car miles run	478,819
Gross receipts per car mile	$.202
Operating expenses per car mile	.129

Balance Sheet.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$1,329,132	Capital stock	$1,000,000
Cash	3,936	Funded debt	300,000
Bills and accts. rec'ble	77,030	Accrued interest	5,000
Material and supplies	3,901	Bills and accts payable	102,225
Other assets	9,256	Profit and loss (surplus)	16,030
Total	$1,423,255	Total	$1,423,255

Plant and Equipment.—Miles of track, (electric) 30; gauge, 4 ft. 8½ in.; 60 lb. T and 70 lb. girder rail; 21 motor cars; Allis engines, West dynamos and motors, Jackson & Sharp and Brill cars.

Officers.—Pres. Henry A. Everett, V. Pres. Will Christy, Sec. F. S. Borton, Treas. E. W. Moore, Supt. F. J. Sloat, Attorney W. F. Carr.

Directors.—Henry A. Everett, E. W. Moore, I. N. Topliff, of Cleveland, O.; Jas. Christy, Jr., Will Christy, of Akron, O.

General Office, 616 Garfield Bldg., Cleveland. Operating office, Cuyahoga Falls, O.

Reference.—Description of road, Vol. XII, Feb., '96, p. 85 (ill.).

Date of information, Apr., 1897. a z

For map of road see page 65.

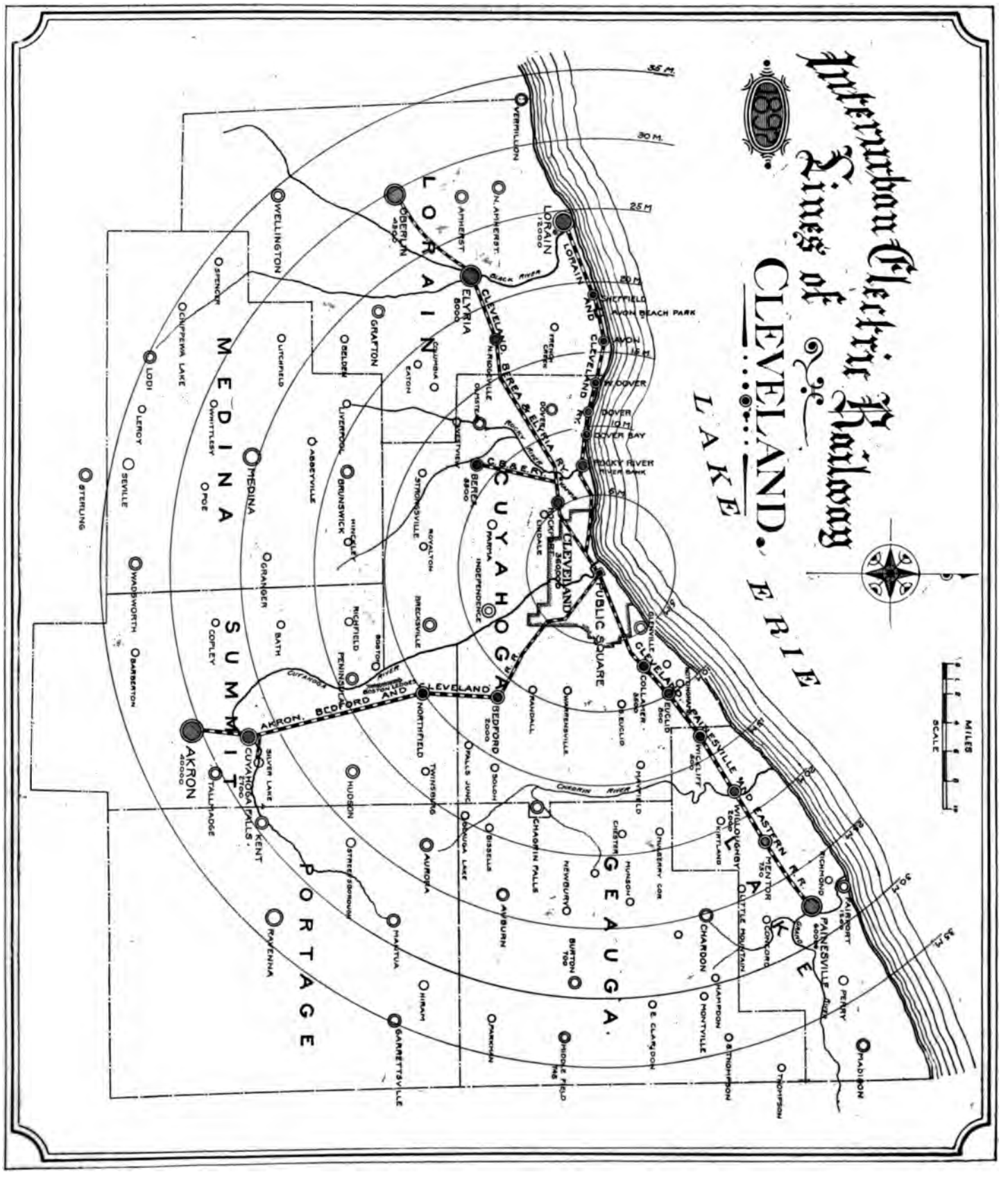
Cleveland, Berea & Elyria Railway Co—This is a consolidation, in 1896, of the Cleveland & Berea Street Ry. Co. and the Cleveland & Elyria Electric R.R. Co. Annual meeting first Tuesday in Jan.

Capital Stock, authorized and issued, $800,000; par value, $100 per share.

Funded Debt.—Cleveland & Berea Street Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $73,000; dated Jan. 1, 1892, due 1912, but payable on call after Jan. 1, 1902; denom. $1,000; int. payable Jan. and July, at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Cleveland & Elyria Electric R.R. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated May 1, 1895, due 1915, but payable at company's option in 1905 and thereafter;

Please note date of information at end of each report.


Interurban Electric Railway Lines of CLEVELAND.
LAKE ERIE
1901
MILES SCALE
CLEVELAND
LORAIN
MEDINA
SUMMIT
PORTAGE
GEAUGA.
CUYAHOGA
LAKE
VERMILLION
OBERLIN 4800
LORAIN 15000
ELYRIA 8000
AMHERST
WELLINGTON
SPENCER
CHIPPEWA LAKE
LODI
LEROY
SEVILLE
STERLING
GRAFTON
BERLIN
LITCHFIELD
WHITTLESEY
POE
MEDINA
GRANGER
BATH
WADSWORTH
BARBERTON
COPLEY
AKRON 40000
CUYAHOGA FALLS 2700
KENT
SILVER LAKE
TALLMADGE
RICHFIELD
PENINSULA
BOSTON
HUDSON
NORTHFIELD
TWINSBURG
STREETSBORO
AURORA
HIRAM
GARRETTSVILLE
RAVENNA
BRECKSVILLE
INDEPENDENCE
ROCKSIDE
BROOKLYN
BEREA 4800
OLMSTED
ABBEYVILLE
LIVERPOOL
BRUNSWICK
STRONGSVILLE
ROYALTON
PARMA
BEDFORD 5000
SOLON
PALLS JUNC
CHAGRIN FALLS
BISSELL
AUBURN
CHAGRIN RIVER
NEWBURY
MARCHAN
BURTON 700
MIDDLE FIELD
CHARDON
MONTVILLE
HAMPDON
E. CLARIDON
THOMPSON
MADISON
PAINESVILLE 4000
PERRY
FAIRPORT 1200
RICHMOND
MENTOR 150
KIRTLAND
WILLOUGHBY 2000
WICKLIFFE 800
EUCLID 800
COLLINWOOD
GLENVILLE
NOTTINGHAM
EAST CLEVELAND
PUBLIC SQUARE
CLEVELAND
AND BEDFORD
CLEVELAND, BEREA & ELYRIA RY.
CLEVELAND, PAINESVILLE AND EASTERN R.R.
LORAIN AND CLEVELAND R.R.
BLACK RIVER
ROCKY RIVER
CUYAHOGA RIVER
CHAGRIN RIVER
GRAND RIVER
LITTLE MOUNTAIN
CONCORD
NEWBURY
CHESTER
HUNTSBURY COR.
HUNTSBURG
MANDELL
SHEFFIELD
AVON BEACH PARK
AVON
WEST DOVER
DOVER
DOVER BAY
ROCKY RIVER
RIVER BANK
FRENCH CREEK
35 M.
30 M.
25 M.
20 M.
15 M.
10 M.
5 M.

denom. $500; int. payable at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Plant and Equipment.—Miles of main line, 28, of sidings, 2, total track (electric), 30; gauge, 4 ft. 8½ in.; 45 lb. 56 lb. and 60 lb. T and girder rail; 18 cars, of which 15 are motor cars and 3 trail cars; Allis engines, West. dynamos and motors, Jackson & Sharp and Kuhlman cars.

Officers.—Pres. A. H. Pomeroy, V. Pres. L. M. Coe, Sec. A. E. Akins, Treas. & Gen. Man. F. T. Pomeroy, Supt. W. J. Hillier, Ch. Engr. E. H. Perry, Elecn. J. A. Seamans.

Directors.—A. H. Pomeroy, A. E. Akins, O. D. Pomeroy, Will Christy, F. D. Carpenter, H. Q. Sargent, L. M. Coe, F. T. Pomeroy, S. C. Smith, L. E. Meacham, M. A. Sprague.

General Office, 614 Garfield Bldg., Cleveland, O.

References.—CLEVELAND & ELYRIA ELECTRIC R. R. CO.; description of road (brief), Vol. XII, Feb., '96, p. 88 (ill.).

Date of information, Apr., 1897. a z

For map of road see page 65.

Cleveland & Berea Street Railway Co.—This company has been consolidated with the Cleveland, Berea & Elyria Ry. Co. (which see).

Date of information, Apr., 1897. a z

Cleveland City Railway Co.—Chartered 1893. This is a consolidation of the Woodland Ave. & West Side St. R. R. Co. and the Cleveland City Cable Ry. Co.

Capital Stock, authorized, $8,000,000, issued, $7,600,000, in treasury, $400,000; par value, $100 per share.

Funded Debt.—Cleveland City Cable Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1909; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track, 85; operated by electricity, 66, by cable, 19; gauge, 4 ft. 8½ in.; 82 lb. to 98 lb. girder rail; 370 cars, of which 150 are motor cars, 47 are grip cars and 173 trail cars; Globe engines, West., Short and Elwell-Parker dynamos, West. motors, Brill and Jones cars.

Officers.—Pres. M. A. Hanna, V. Pres. C. F. Emery, Sec., Treas. & Pur. Agt. J. B. Hanna, Gen. Supt. Geo. G. Mulhern.

Directors.—M. A. Hanna, J. H. Wade, C. F. Emery, C. A. Otis, J. B. Hanna, Dan P. Eells, R. R. Rhodes, S. T. Everett, Geo. Mulhern.

General Office, Western Reserve Bldg.

References.—CLEVELAND CITY CABLE RAILWAY CO., description of road, Vol. VII, Jan., '91, p. 7 (ill.); Vol. VII, June, '91, p. 277 (ill.); Vol. VIII, Souv., '92, p. 27 (ill.); description of power plant, Vol. VII, Sept., '91, p. 466 [ill]. CLEVELAND CITY RY.—Financial report, Vol. IX, July, '93, p. 491; details of consolidation, Vol. IX, June, '93, p. 357. WOODLAND AVE. & WEST SIDE.—Description of road (brief), Vol. VII, Jan., '91, p. 10; Vol. VIII, July, '92, p. 400 (ill.); Vol. VIII, Oct., '92, p. 602 (ill.); Vol. VIII, Souv., '92, p. 24 (ill.); description of power plant, Vol. IX, Mar., '93, p. 152 (ill.); Vol. IX, Mar., '93, p. 152 (ill.).

Date of information, Apr., 1897. a z

Cleveland Electric Railway Co.—Chartered Mar. 1, 1893. Annual meeting third Wednesday in Jan. This is a consolidation of the East Cleveland Ry. Co., the Brooklyn Street R. R. Co., the South Side St. R. R. and the Broadway & Newburgh St. Ry. Co.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized (see Note), $3,500,000, issued, $1,600,000, in escrow (see Note), $1,900,000; coupon, but may be registered; dated Mar. 1, 1893, due 1913; denom. $1,000; int. payable Mar. and Sept., at office of the Central Trust Co. of New York, trustee of mortgage.

East Cleveland R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated 1892, due Sept., 1, 1910; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Brooklyn Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000; dated $300,000 on Sept., 1, 1883, $300,000 on Sept., 1, 1890, due 1903; denom. $1,000; int. payable Mar. and Sept.

South Side Street R.R.Co.'s first mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Sept., 1, 1888, due 1903; denom. $1,000; int. payable Mar. and Sept., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Note.—Under the laws of Ohio the stockholders are individually liable for the debts of the company (including mortgage bonds) to an amount equal to the par value of the stock.

The first mortgage bonds are a first lien on the Broadway & Newburgh system and on all extensions and improvements subsequent to the consolidation.

$1,900,000 of the first mortgage bonds are held in escrow to retire at maturity the three prior liens described.

Bonds in excess of $3,500,000 cannot be issued on the present mileage. Further issues may be made for increase of mileage to the extent of 85 p. c. of the actual cost of such extensions and of increase of plant, but not in any event exceeding $25,000 per mile, and only in case the net earnings for the preceding 12 months are equal to at least double the interest on the bonds outstanding and proposed to be issued.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts.	$1,324,504	$1,351,301	$1,306,522	$1,503,620	$1,634,841
Operating exp.	955,626	930,933	783,366	912,538	1,080,979
E'rn'gs fr'm op.	368,878	420,368	523,156	591,082	553,862

Plant and Equipment.—Miles of track (electric), 120; gauge, 4 ft. 8½ in.; 62 lb. to 98 lb. girder rail; 539 cars, of which 289 are motor cars and 250 trail cars; Allis engines, West., Gen. Elec. and Steel Motor Co. dynamos and motors, Brill, Kuhlman, Stephenson and Jones cars.

Officers.—Pres. H. E. Andrews, V. Pres. J. Parmelee, Sec. R. A. Harman, Asst. Sec. Henry J. Davies, Treas. John F. Whitelaw, Asst. Treas. H. J. Davies, Elecn. E. J. Cook, Gen. Supt. J. J. Stanley, Pur. Agt. C. H. Stanley.

Directors.—Horace E. Andrews, Thos. H. Brooks, Henry J. Davies, R. A. Harman, Tom L. Johnson, Hiram Kimball, A. J. Moxham, James Parmelee, John J. Stanley, J. F. Whitelaw.

References.—Description of new car, Vol. IX, Aug., '93, p. 520 (ill.); Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams). EAST CLEVELAND RY. CO.—Description of road, Vol. VI, Jan., '90, p. 25; Vol. VIII, Apr., '92, p. 200 (ill.); Vol. VIII, Souv., '92, p. 18 (ill.). BROOKLYN STREET R. R. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). SOUTH SIDE STREET R. R. CO.—Description of road, Vol. VI, Jan., '91, p. 26. BROADWAY & NEWBURGH STREET RY. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). CLEVELAND ELECTRIC RY. CO.—Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams); description of road (brief), Vol. XII, Oct., '96, p. 606.

Date of information, Feb., 1897.

Cleveland & Elyria Electric Railroad Co.—This company has been consolidated with the Cleveland, Berea & Elyria Ry. Co. (which see).

Date of information, Apr., 1897. a z

Cleveland, Painesville & Eastern Railroad Co.—Chartered Apr. 29, 1895. This road is not yet entirely completed.

Capital Stock, $500,000.

Funded Debt, authorized, $500,000.

Operation.—Six months ending Dec. 31, 1896.

Gross receipts	$33,341
Operating expenses	16,068
Earnings from operation	17,273
Deductions from earnings.	
Interest on bonds	6,250
Interest on floating debt	3,830
Net income	7,193
Per cent. op. exp. to gross receipts	48

STATISTICS OF TRAFFIC.

Six months ending Dec. 31, 1896.

Passengers carried	222,623
Car miles run	161,335
Gross receipts per car mile	$.206
Operating expenses per car mile	.100

Balance Sheet.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$1,102,445	Capital stock	$500,000
Treasury bonds	107,998	Funded debt	500,000
Cash	5,044	Bills and accts. payable	202,576
Bills and accts. rec'ble.	735	Interest accrued	6,250
Insurance prepaid	317	Injury and dama'e fund	520
		Profit and loss (surplus)	7,193
Total	$1,216,539	Total	$1,216,539

Plant and Equipment.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 68 lb. girder rail; 10 passenger cars, 1 construction motor car.

Officers.—Pres. & Gen. Man. Chas. W. Wason, V. Pres. J. A. Biedler, Sec. F. S. Borton, Treas. E. W. Moore, Supt. Fred Storm.

Directors.—Chas. W. Wason, J. A. Biedler, H. A. Everett, I. N. Topliff, Fred Storm, W. F. Carr.

General Office, 616 Garfield Bldg.

Reference.—Description of road (brief), Vol. XII, Feb., '96, p. 89.

Date of information, Feb., 1897. a

For map of road see page 65.

NEW CORPORATIONS.

Cleveland & Akron Electric Railway Co —Chartered May 16, 1894, in perpetuity. Annual meeting second Monday in Jan. This company is authorized by charter to construct a street railway between Cleveland and Akron or elsewhere in Cuyahoga and Summit Counties; to operate by electricity or other motive power; to carry passengers, freight, express matter and United States mails; to furnish electric light, heat and power, etc. Construction must be completed within three years after date of charter.

Capital Stock, authorized, $300,000, issued, $30,000.

Funded Debt.—None yet issued.

Officers.—Pres. F. N. Wilcox (Cleveland), Sec., F. M. Chandler (Cleveland).

General Office, Cleveland, O.

Date of information, Apr., 1897. a z

Cleveland & Chagrin Falls Electric Railroad Co.—Chartered Dec. 23, 1895, to build an electric railway from Cleveland to Chagrin Falls. The contracts for the construction of this road were let in May, 1896, and the construction work is about completed.

Capital Stock, $300,000; par value, $100 per share.

Officers.—Pres. V. A. Taylor, V. Pres. M. A. Sprague, Sec. E. J. Kennedy, Treas. Wm. Prescott.

Directors.—V. A. Taylor, E. J. Kennedy, Wm. Prescott, C. F. Lane, L. M. Coe, M. A. Sprague, F. D. Carpenter, R. L. Palmer, F. N. Wilcox, Geo. Simon, J. E. Ensign.

General Office, 404 Mohawk Bldg.

Date of information, Apr., 1897. z

The Lorain & Cleveland Railway Co.—Chartered Nov. 11, 1895. Annual meeting second Tuesday in Jan. This road is now being constructed and will probably be completed about June 1, 1897.

Capital Stock, authorized, $500,000, none yet issued.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $500,000, none yet issued; coupon, but may be registered; denom. $1,000.

Officers.—Pres. B. Mahler, V. Pres. E. G. Tillotson, Sec. Jas. B. Hoge, Treas. E. W. Moore, Ass't Sec. F. W. Coen,

Directors.—B. Mahler, E. G. Tillotson, Jas. B. Hoge, E. W. Moore, W. J. Gawne, C. H. Stewart, H. A. Everett.

General Office, 617 Garfield Bldg., Cleveland, O.

Reference.—Description of road, Vol. XIII, Apr., '97, p. 231 (ill.).

Date of information, Apr., 1897. a z

For map of road see page 65,

Wooster, Medina & Cleveland Street Railway Co.—This company expects to begin construction work in the spring of 1897.

Capital Stock, about $125,000.

Incorporators.—L. P. Ohliger, of Wooster, O.; J. R. Zimmerman, A. Cunningham, C. V. Hard, Chas. F. Barrett, Fred. H. Harding, J. W. Roof, of Cleveland; W. J. Mullins, A. L. Metz, W. Wheeler, of Creston, O.

Date of information, Apr., 1897. a z

CLEVELAND, TENN.

Population in 1880, 1,874, in 1890, 2,863, in 1896 (local estimates), 4,000.

Cleveland Street Railway Co.

CAPITAL STOCK, $4,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft. 9 in.; 32 lb. T rail; 4 horses, 2 horse cars.

OFFICERS.—Pres. H. W. Horner, Sec. & Treas. L. L. Harle, Supt. T. D. Steed.

Date of information, Apr., 1896.

CLINTON, IA.

Population in 1880, 9,052, in 1890, 13,619.

State Electric Co.—This company is the successor to the Clinton & Lyons Horse Ry. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. girder and T rail; 18 cars, of which 12 are motor cars and 6 trail cars; 350 H. P. generators, 350 H. P. engines Ideal engines, Gen. Elec. dynamos, Pullman and St. Louis cars.

OFFICERS.—Pres. E. C. Walsh, V. Pres. D. Langan, Sec. C. C. Coan, Treas. A. L. Stone, Gen. Man. J. P. Calnan, Supt. & Pur. Agt. H. C. Judson.

Date of information, Apr., 1897. a z

Electric Railway & Park Co.—Chartered Sept., 1894.

CAPITAL STOCK, $50,000.

OFFICERS.—Pres. E. C. Walsh, V. Pres. D. Langan, Sec. C. C. Coan, Treas. A. L. Stone.

DIRECTORS.—E. C. Walsh, C. C. Coan, J. P. Calnan, J. K. Sweney, M. A. Walsh, A. L. Stone, George T. Baker, William Calnan, D. Langan, Murray Haywood, A. L. Schuyler, J. W. Walsh.

Date of information, Apr., 1897. z

CLINTON, MO.

Population in 1880, 2,868, in 1890, 4,737, in 1894, 6,940.

Clinton Street Railway Co.—Chartered in 1888, for 20 years.

CAPITAL STOCK, $12,000; par value, $100 per share.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft.; Z, T and crescent rail; 8 horses, 5 horse cars.

OFFICERS.—Pres. A. P. Frowein, V. Pres. J. F. Ruffin Sec. & Treas. H. P. Faris, Supt. G. C. Haysler.

Date of information, Apr., 1897. z

COHOES, N. Y.

Population in 1880, 19,416, in 1890, 22,509.

Cohoes City Electric Railway Co.—Chartered July 29, 1894. Annual meeting second Monday in Feb. This company was purchased in June, 1896, by the Albany Ry., and will be operated in connection with that road.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $50,000; dated July 1, 1895, due 1905; int. payable Jan. and July.

OPERATION.—Year ending June 30, 1896.

Receipts from passengers	$27,083
" other sources	475
" total	27,558
Operating expenses	19,208
Earnings from operation	8,350
Deductions from earnings.	
Interest	3,000
Taxes	170
Net income	5,180
Dividends paid, 2 p. c.	1,000
To surplus account	4,180
Per cent. op. exp. to total receipts	69.7

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 2,877
Transportation expenses	13,009
Maintenance of way and buildings	902
" equipment	2,420
Total	$19,208

BALANCE SHEET.—Dated June 30.

ASSETS.	1895.	1896.
Cost of road and equipment	$55,091	$135,036
Cash		1,893
Other assets		33
Total	$55,091	$136,962
LIABILITIES.		
Capital stock	$49,900	$ 50,000
Funded debt		50,000
Loans		19,544
Accounts payable	5,191	13,235
Other liabilities		2
Profit and loss (surplus)		4,181
Total	$55,091	$136,962

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 12 cars, of which 8 are motor cars and 4 trail cars; Knowlson & Kelley engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. & Gen. Man. John W. McNamara, of Albany, N. Y.

Date of information, Nov., 1896. b

COLORADO SPRINGS, COL.

Population in 1880, 4,226, in 1890, 11,140.

Colorado Springs Rapid Transit Railway Co.—Chartered 1890, in perpetuity. In Feb., 1895, the company leased the Manitou Electric Ry. & Construction Co. for 10 years.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT—First mortgrge 6 p. c. bonds, authorized and issued, $350,000; denom. $1,000; dated 1890, due 1910; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York.

Consolidated mortgage 6 p. c. gold bonds, authorized, $500,000; issued, $150,000; in escrow to retire first mortgage bonds, $350,000; dated Apr. 1, 1891, due 1921, but subject to call after Oct. 1, 1896; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York; trustee of mortgage, Central Trust Co., of New York.

OPERATION.—Latest report is for year ending Dec. 31, 1894.

Gross receipts	$98,198
Operating expenses	57,898
Earnings from operation	40,300
Deductions from earnings	30,000
Net income	10,300

PLANT AND EQUIPMENT.—Miles of track (electric), 28.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 44 cars, of which 30 are motor cars and 14 trail cars; Allis and Reynolds-Corliss engines, Gen. Elec. dynamos and motors, Pullman and Woeber cars.

OFFICERS.—Pres. F. L. Martin, V. Pres. E. J. Eaton, Sec., Treas. & Gen. Man. A. L. Lawton, Supt., Pur. Agt. & Elecn. D. L. Macaffree, Ch. Engr. of Power Station C. Bibb.

REFERENCES—Prospectus, Vol. IX, Apr., '93, p. 238. MANITOU & PIKE'S PEAK R. R. Co. Description of road, Vol. IX, Apr., 93, p. 238 (ill.).

GENERAL OFFICE, address P. O. Box 134.

Date of information, Dec., 1896. d

COLUMBIA, S. C.

Population in 1880, 10,036, in 1890, 15,359, in 1896 (local estimates), 23,000.

Columbia Electric Street Railway, Light & Power Co.—This company owns a 500 H. P. water power plant, an auxiliary steam plant, and electric light plant and the railway plant described below.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $162,000 of which $116,000 are in treasury, not yet sold; coupon, but may be registered; dated May, 1892, due 1922; denom. $1,000; int. payable May and Nov., in Columbia, and at office of Mercantile Trust & Deposit Co., of Baltimore, Md.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.,; 48 lb. T rail; 16 cars, of which 12 are motor cars and 4 trail cars; Short dynamos, West. and Steel motors, Lamokin and St. Louis cars.

OFFICERS.—Pres. Gen. Man. & Treas. J. Q. Marshall, V. Pres. T. T. Moore, Sec. W. H. Syles, Supt. A. Wallace.

DIRECTORS.—J. Q. Marshall, W. A. Clark, Jas. Woodrow, T. T. Moore, John T. Sloan, Jr., Wm. H. Lyles, Geo. B. Edwards.

GENERAL OFFICE, 85 Gervais St.

Date of information, Apr., 1897. a z

COLUMBUS, GA.

Population in 1880, 10,123, in 1890, 17,303.

Columbus Railroad Co.—Chartered Sept. 15, 1866. The North Highlands R. R. Co. was consolidated with this company in Dec., 1894.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, and issued, $400,000; dated Oct. 1, 1894, due 1934; int. payable Jan. and July, at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

OPERATION.—The last report received is for the year ending Dec. 31, 1895.

Gross receipts.....$44,271.

PLANT AND EQUIPMENT.—Miles of track, 24.5, operated by steam dummies, 4, by electricity, 20.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 26 cars, of which 19 are motor cars, 2 are steam cars and 5 trail cars, 2 dummy engines; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. Jno. F. Flournoy (Columbus, Ga.), V. Pres. W. D. Stratton (100 B'way, N. Y.), Sec. & Treas. Pierre W. Briggs (100 B'way, N. Y.), Supt. W. D. Keen (Columbus, Ga.).

Date of information, Apr., 1897. a z

COLUMBUS, IND.

Population in 1880, 4,813, in 1890, 6,719.

John S. Crump's Street Railway.—Chartered May 30, 1890, i perpetuity. This is not an incorporated company, the property an franchises being owned by John S. Crump.

PLANT AND EQUIPMENT.—Miles of track, 7; operated by elec tricity, 6.5, by horses, .5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 9 cars, o which 1 is a horse car, 4 are motor cars and 4 trail cars; Ide engines American and Brownell cars.

OFFICERS.—Proprietor John S. Crump, Man. R. F. Gottschalk Supt. J. W. Crump, Jr.

Date of information Apr., 1897. a z

COLUMBUS, O.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Columbus is located on the Scioto River, in the cente of Ohio. It is the capital of the state and the seat of justice o Franklin County.

Railroad Connections.—The following railroads enter the city The Baltimore & Ohio R. R., Pennsylvania R. R., Cleveland, Cin cinnati, Chicago & St. Louis R. R., Cleveland, Akron & Columbu R. R., Columbus, Shawnee & Hocking R. R., Columbus, Hockin Valley & Toledo R. R., Sandusky & Columbus Short Line R. R. Norfolk & Western R. R. and Toledo & Ohio Central R. R.

Manufacturing and Commercial Interests.—A capital of abou $13,500,000 is employed in the various manufacturing industries o the city, the principal productions being carriages and wagons, mal liquors, lumber, agricultural implements, plows, edge tools, files rolled iron, machinery, furniture, saddlery, harness, soap, cars an car wheels, flour, pottery, boots and shoes. The city has superio advantages for inland trade, which has attained large proportions

Banking Capital.—There are now (1896) 6 national banks with combined capital and surplus $1,528,300; 3 state banks, with capita and surplus of $200,600; 5 savings banks with capital and surplus o $557,700, and 4 private banks. The total banking capital is $2,286,000

	1880.	1890.	Latest.
Population	51,647c	88,150c	137,400
Area, in square miles	.....	.....	.....
Population per square mile	.....	.....	.....
Assessed Valuation.			
Real estate, 50 % actual value	$ 19,509,460	31,570,710	.....
Personal property	$ 8,242,148	12,092,560	.....
Total	$ 27,751,608c	43,663,270c	62,130,350
" per cap.	$ 537	495	.....
***Municipal Debt,** net	$ 1,259,162c	4,423,400c	5,824,529
" " per cap.	$ 24	50	.....
Tax Rate, per $1,000	23.53	24.00	27.00
Manufacturing Interests.c			
No. of establishments	316	407	.....
Capital invested	$ 5,379,401	13,498,358	.....
" " per cap.	$ 104	153	.....
No. of employes	5,490	10,776	.....
Wages per annum	$ 1,961,394	5,445,032	.....
Cost of materials	$ 5,534,496	9,095,882	.....
Value of product	$ 9,646,679	18,347,675	.....
Banking Capital	$		2,286,600d
" " per cap.	$	.....	.....

* Including water debt, deducting sinking fund, a Local estimates. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Columbus is built on both sides of the Scioto River. The site is slightly rolling and the city is well laid out to secure large street railway traffic (see map). The regular traffic between the residential, business and manufacturing districts is supplemented by the travel to and from the great public, religious, collegiate and state institutions located within the city limits, and a number of driving parks, fair grounds and pleasure resorts still further increase gross receipts. The street railway system is—with the exception of a short suburban line—controlled and operated by two corporations, and the physical condition of the property has been brought to a high stage of development. It embraces 98 miles of track, which is distributed as follows:

	Owns	Controls
COLUMBUS STREET RY. CO.	48	61
The Crosstown Ry. Co.	13	
COLUMBUS CENTRAL RY. CO.	32	32
WORTHINGTON, CLINTONVILLE & COLUMBUS STREET RY. CO.	5	5
Total	98	98

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Present Companies.

Columbus Street Railway Co.—Chartered Apr. 25, 1892. Annual meeting first Thursday after Jan. 15. This company is the successor to the Columbus Consolidated Street R. R. Co. (incorp. 1879), having purchased, in 1892, its entire property. The company also owns the entire capital stock of the Crosstown Street Ry. Co. (which see).

Capital Stock, authorized and issued, $3,000,000; par value, $100 per share. Registrars, Provident Life & Trust Co., of Philadelphia, Knickerbocker Trust Co., of New York, and Columbia Finance & Trust Co., of Louisville. Transfer offices, E. W. Clark & Co., Bullitt Building, Philadelphia, Fidelity Trust & Safety Vault Co., of Louisville, and Emerson McMillin & Co., of New York. Dividends paid through Philadelphia office.

Funded Debt, $3,573,000, as follows:

First consolidated mortgage 5 p. c. gold coupon bonds, authorized, $3,000,000, issued, $2,256,000, in escrow (see Note), $739,000, in treasury, $5,000; dated July 1, 1892, due 1932; denom. $1,000; int. payable Jan. and July, at office of the company and of E. W. Clark & Co., of Philadelphia; trustee of mortgage, Knickerbocker Trust Co., of New York.

Columbus Consolidated Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, outstanding $739,000; dated July 1, 1889, due 1909; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Columbus Consolidated Street R. R. Co.'s second mortgage bonds, outstanding $1,000, redeemable Nov. 1, 1896, at par (see Note).

Crosstown Street Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $2,000,000, issued, $572,000, of which $59,000 are in treasury; reserved for future extensions, $1,428,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., of New York, trustee of mortgage. The principal and interest of these bonds is unconditionally guaranteed by the Columbus Street Ry. Co.

Note.—$739,000 of the consolidated mortgage bonds are held in escrow to retire the bonds of the C. C. St. R. R. Co. By the terms of the mortgage securing these bonds last named, the sum of $22,500 is to be annually set aside, as a sinking fund. Bonds may be drawn for sinking fund at 110.

$1,912.03 is on deposit with the Central Trust Co., of New York, to retire the second mortgage bond of the C. C. St. R. R. Co.

Additional issues of the Crosstown bonds may be made up to $2,000,000, to pay for new mileage, at the rate of $30,000 per mile of track.

Leased Roads.—The company operates the property of the Crosstown Street Ry. Co. under a perpetual lease.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers	$532,191	$563,036	$626,485	$626,961
" other sources	4,099	3,775	3,510	4,363
" total	536,290	566,811	629,995	631,324
Operating expenses	332,400	269,362	311,594	308,445
Earnings from operation	203,890	297,449	318,401	322,879
Fixed charges	146,438	176,648	183,506	196,500
Net income	57,452	120,801	134,895	126,379
Dividends paid		45,000	120,000	120,000
To surplus account	57,452	75,801	14,895	6,379
Total surplus account	43,029	178,455	192,141	204,924
P. c. op. exp. to tot. rec'ts	62.4	47.8	49.7	49.2

OPERATING EXPENSES.

Year ending Dec. 31,	1893.	1894.	1895.	1896.
Maintenance of way	$ 20,166	$ 17,246	$ 32,203	$ 23,457
" " equipment	49,437	29,022	38,448	29,898
Conducting transportation	169,936	151,647	168,027	178,982
Power	47,413	28,089	27,440	28,477
General expenses	45,448	43,358	45.477	47,631
Total	$332,400	$269.362	$311,595	$308,445

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1893.	1894.	1895.	1896.
No. pass. carried	12,134,060	12,676,018	13,841,869	13,810,455
No. of motor c. miles run.	3,560,790	3,152,260	3,550,027	3,752,554
No. of trail car miles run.	3,708	74,456	42,306	107,986
Aver. mileage per car day (18 hrs.)	140.8	140.2	146.9	148.6
Gro. earn'gs per car mile.	$ .149	$ .174	$ .174	$ .162
Op'g exp. per car mile	.093	.084	.087	.080
Net receipts per car mile.	.056	.090	.087	.082

Construction.—During the year 1896 the sum of $10,329 was expended on roadway and track, $2,595 on overhead lines, and $30,704 on park construction. The total expenditure on equipment not charged to operating expenses was $32,087.

Dividends.—In 1892, 1 p. c.; in 1893, 2 p. c.; in 1894, 1½ p. c.; in 1895, 4 p. c.; in 1896, 4 p. c.

Balance Sheet.—Dated Jan. 1,

	1895.	1896.	1897.
ASSETS.			
Cost of road and equipment	$6,102,101	$6,226,868	$6,322,776
C. St. Ry. Co. lease and own'ship.	475,000	572,000	572,000
Crosstown bonds owned	54,000	97,000	64,000
Cash	28,943	3,324	1,769
Supplies	1,247	1,442	999
Accounts and bills recorded	17,600	18,995	23,925
Other accounts	4,618	19,133	13,188
Total	$6,683,510	$6,938,762	$6,998,658
LIABILITIES.			
Capital stock	$3,000,000	$3,000,000	$3,000,000
Funded debt, direct	3,003,500	3,003,500	3,001,000
" " guaranteed	475.000	572,000	572,000
Reconstruction reserve		45,793	39,193
Accounts and bills payable	20,034	117,070	173,379
Accrued interest, taxes, ins., etc.	6,521	8,259	8,163
Profit and loss (surplus)	178,455	192,141	204,924
Total	$6,683,510	$6,938,762	$6,998,658

Plant and Equipment.—Miles of track (electric), 61, of which 13 are leased; gauge, 5 ft. 2 in.; 45 lb. to 93 lb. girder and T rail; 158 cars, of which 108 are closed and 50 open, 120 motor trucks; 2,700 H. P. engines; B. & W. boilers, McI. & S. and Buckeye engines, Gen. Elec. dynamos and motors, Brill, Brownell, Stephenson and Barney & Smith cars.

Officers.—Pres. Emerson McMillin (40 Wall St., New York), 1st V. P. & Treas. Edward K. Stewart, 2nd V. Pres. Robert E. Sheldon, Sec. & Audr. P. V. Burington, Gen. Supt. Willis F. Kelly.

Directors.—Emerson McMillin (New York), Clarence M. Clark (Philadelphia), Edward K. Stewart, Robert E. Sheldon, Clinton D. Firestone, George W. Sinks, Theodore Rhoads, Edward L. Hinman, Philip H. Bruck.

General Office, 12½ and 14 No. High Street.

References.—Description of road, Vol. VII, Jan., '91, p. 2; description of power plant, Vol. VIII, June, '92, p. 341 (ill.). GLENWOOD & GREENLAWN STREET RY. CO.—Financial report, Vol. IX, Aug., '93, p. 559; annual report, 1894, Vol. XI, Feb., 95, p. 119; dividend, Vol. IX, Feb., '93, p. 128.

Date of information, Apr., 1897. a z

For map see page 70.

The Crosstown Street Railway Co.—Chartered 1893. This is a consolidation of the Glenwood & Greenlawn Street Ry. Co., and the Leonard Avenue Street Ry. Co.

Leased, Aug. 24, 1893, in perpetuity to the Columbus Street Ry. Co.

Capital Stock, authorized and issued, $2,000,000, all in treasury of the Columbus Street Ry. Co.

Funded Debt, $572,000 guaranteed by Columbus Street Ry. Co., which see for detailed description.

Plant.—Miles of track (electric), 13.

Date of information, Apr., 1897. a z

For map see page 70.

Columbus Central Railway Co.—Chartered 1893. This property is now in the hands of a receiver.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated May 1, 1893, due 1913; int. payable May and Nov., at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

Plant and Equipment.—Miles of track in operation, 32; under construction, 15; gauge, 5 ft. 2 in.; 60 lb. to 70 lb. T rail; 55 cars, of which 45 are motor cars and 10 trail cars; West. dynamos and motors

Officers.—Receiver Geo. H. Worthington, Pres. John J. Shipherd V. Pres. F. W. Merrick, Sec. E. W. Radder, Supt. M. W. Crabtree.

Directors.—John J. Shipherd, E. W. Radder, Geo. H. Worthington, F. W. Merrick, W. E. Hutton, Jas. M. Hutton, N. H. Solloway.

References—Description of power plant, Vol. XI, Feb., '95, 105 (ill.); Vol. XI, Mar., '95, 172 (ill.); Vol. XI, Souv., '95, p. 65 (ill.).

Date of information, Apr., 1897. a z

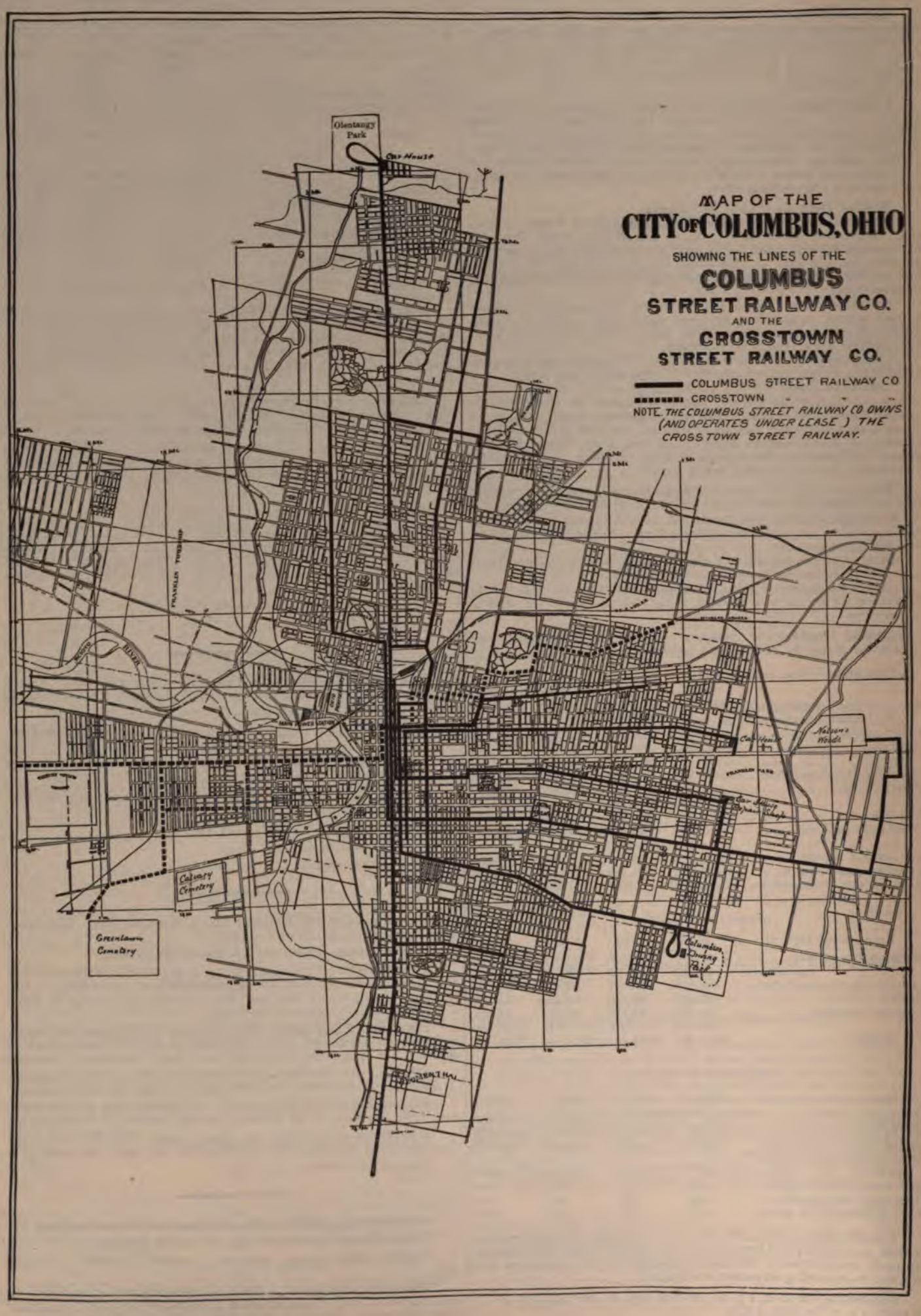
Worthington, Clintonville & Columbus Street Railway Co.

Capital Stock, authorized, $40,000, issued, $32,000.

Funded Debt, $10,000, reserved in hands of trustee, no bonds sold.

Plant and Equipment.—Miles of track (electric), 5; gauge, 5 ft. 2 in.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; West. dynamos and motors, Brill cars; rent power.

Please note date of information at end of each report.


Olentangy Park
Old Mound
MAP OF THE
CITY OF COLUMBUS, OHIO
SHOWING THE LINES OF THE
COLUMBUS
STREET RAILWAY CO.
AND THE
CROSSTOWN
STREET RAILWAY CO.
COLUMBUS STREET RAILWAY CO
CROSSTOWN
NOTE. THE COLUMBUS STREET RAILWAY CO OWNS (AND OPERATES UNDER LEASE) THE CROSSTOWN STREET RAILWAY.
FRANKLIN TURNPIKE
Franklin Park
Calvary Cemetery
Greenlawn Cemetery
Columbus Driving Park
Nelson's Woods

Officers.—Pres. O. W. Aldrich, V. Pres. Geo. Vanloon, Sec. Supt. and Pur. Agt. R. M. Weaver, Treas. H. C. Cooke.

General Office, 11 Wesley Block.

Date of information, Apr., 1897. d z

CONCORD, N. H.

Population in 1880, 13,843, in 1890, 17,004.

Concord Street Railway.—Chartered 1879, in perpetuity. Annual meeting first Wednesday in Sept.

CAPITAL STOCK.—Common stock, authorized, $100,000, issued, $50,000; par value, $100 per share.

6 p. c. cumulative preferred stock, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $118,500, in escrow (see Note), $31,500; dated Dec. 1, 1893, due 1913; denom. $500; int. payable, June and Dec., at office of Nat'l Bank of Redemption, of Boston; trustees of mortgage, John F. Jones and Henry W. Stevens, of Concord.

NOTE.—$31,500 of the first mortgage bonds are in the hands of the trustees and may be issued and sold for new track and rolling stock at a rate not exceeding 75 per cent. of the cost thereof, nor $8,000 per mile of track.

The first mortgage bonds may be called for payment in 1898 or at any time thereafter till 1903 at 102 and accrued interest, and in 1903 and thereafter they may be called at par and accrued interest.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$40,925	$42,194	$51,419	$49,169
" other sources	1,017	1,593	546	1,491
" total	41,942	43,787	51,965	50,650
Operating expenses	32,127	32,412	43,757	46,064
Earnings from operation	9,815	11,375	8,208	4,596
Deductions from earnings.				
Interest charges	3,317	5,058	5,060	5,532
Taxes	321	569	421	656
Net income	6,177	5,748	2,727	*1,592
Divs. paid 6 p. c. on pref. stock	3,000	3,000	3,000	3,000
To surplus account	3,177	2,748	*273	*4,592
Total surplus account	9,884	5,000		

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$44,202
Transportation expenses	1,862
Total	$46,064

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	971,160
Car miles run (approximate)	96,000

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS			
Construction	$ 86,329	$ 88,391	$ 90,223
Equipment	92,847	95,000	100,907
Real estate	26,000	26,000	28,842
Cash assets	2,023	5,561	837
Bills receivable		13,200	5,000
Total	$207.199	$228,152	$225,809
LIABILITIES.			
Capital stock com	$ 50,000	$ 50,000	$ 50,000
" " pref	50,000	50,000	50,000
Funded debt	100,000	118,500	118,500
Bills payable	2,199	5.027	7,275
Profit and loss (surplus)	5,000	4,626	34
Total	$207,196	$228,152	$225,809

PLANT AND EQUIPMENT.—Miles of track (electric), 12.5; gauge, 3 ft.; 35 lb. to 50 lb. T rail; 26 cars, of which 18 are motor cars and 8 trail cars; 500 H. P. station plant; Rollins engines, Gen. Elec. dynamos and motors, Briggs, Lamokin and Stephenson cars, Tripp and Bemis trucks.

OFFICERS.—Pres. & Pur. Agt. J. H. Albin, Treas. & Clerk, A. B. Cross, Supt. Henry E. Chamberlin, Elecn. D. W. White.

DIRECTORS.—John H. Albin, George A. Cummings, Dexter Richards, George W. Abbott, Howard A. Dodge, Paul R. Holden, Gardner B. Emmons.

GENERAL OFFICE, 3 Depot St.

REFERENCE.—Notes, Vol. VII, July, '91, p. 374.

Date of information, Apr., 1897. b d z

CONEY ISLAND (Brooklyn), N. Y.

Sea View Railroad Co.—Chartered June 4, 1886. Annual meeting third Tuesday in Nov. This company is a reorganization of the Coney Island Elevated Ry. Co.

CAPITAL STOCK, authorized, $250,000, issued, $190,753; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $150,000, issued, $27,500; coupon, but may be registered; dated Jan. 1 1887, due 1907; denom. $100 and $500; int. payable Jan. and July at office of Wallabout Bank; trustees of mortgage, A. R. Johnson and Henry F. Cook, of Kings County.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$13,128	$10,432	$11,084	$10,434
" other sources	2,210	633	444	170
" total	15,338	11,065	11,528	10,604
Operating expenses	9,816	10,070	10,249	8,664
Earnings from operation	5,522	995	1,279	1,940
Deductions for earnings.				
Interest on bonds	1,650	1,650	1,650	1,650
Taxes	1,038	1,311	1,226	822
Net income	2,834	*1,966	*1,597	*532
Total surplus account	8,903	6,937	5,340	4,967

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 939	$ 768
Transportation expenses	5,990	5,872
Maintenance of way and structures	2,486	1,393
" " equipment	835	631
Total	$10,249	$8,664

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried	259,580	225,692
Car miles run	26,614	26,212
Total receipts per car mile	$.432	$.408
Operating expenses per car mile	.383	.332

BALANCE SHEET.—Dated June 30, 1894.

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$207,801	$218,098	$218,098
Cash assets	8,071	6,208	4,262
Open accounts	414	214	1,709
Profit and loss (deficit)	1,966		
Total	$218,253	$224,520	$224,069
LIABILITIES.			
Capital stock	$190,753	$190,753	$190,753
Funded debt	27,500	27,500	27,500
Open accounts		1,127	848
Profit and loss (surplus)		5,140	4,968
Total	$218,253	$224,520	$224,069

PLANT AND EQUIPMENT.—Miles of track (elevated steam), 2.3; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 cars, 7 locomotives; Baldwin engines, Brill and Feigel cars.

OFFICERS.—Pres. F. A. Schroeder, Treas. F. M. Arguimbau (178 Water St., New York), Sec. & Supt. Wm. Finley.

DIRECTORS.—F. A. Schroeder, I. M. Bow, F. M. Arguimbau, Joseph Fahys, Felix Campbell, Jesse Johnson, James Jourdan, E. L. Langford, H. C. Mangels, G. Varrelman, Alonzo Slote, D. H. Valentine, H. Von Deilen.

GENERAL OFFICE, 468 Flatbush Ave., Brooklyn, N. Y.

Date of information, Apr., 1897. a b z

CONNELLSVILLE, PA.

Population of Connellsville, New Haven & Leisenring in 1880, 4,051, in 1890, 10,000.

Connellsville, New Haven & Leisenring Street Railway Co.—Chartered May 9, 1891, in perpetuity. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $70,000, in treasury, $30,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $30,000, issued, $21,000, in treasury, $9,000; dated May 1, 1892, due 1902, but redeemable after 1897; denom. $1,000; int. payable May and Nov. at First National Bank of Connellsville, trustee of mortgage.

Note.—The first mortgage bonds may be called for payment any time after 1897 at a price of par and accrued interest.

Please note date of information at end of each report.

FRANCHISES.—Municipal franchises were granted in 1892 and 1897 in perpetuity.

OPERATION.—Year ending June 30.

	1893.	1894.	1895.	1896.
Gross receipts	$13,225	$14,323	$14,455	$17,361
Operating expenses	14,442	12,158	16,720	12,861
Earnings from operation	3,693	2,175	*2,265	5,825
Deductions from earnings.				
Interest on bonds		650		650
" " floating debt		301		1,771
Other deductions		1,666		422
Net income		*1,442		2,982
Total surplus account		2,316		
Per cent. op. exp. to total receipts	77.6	84.8		66.5

*Deficit.

BALANCE SHEET.—Dated June 30. 1894. 1895. 1896.

ASSETS.

Cost of road	$ 67,441	$ 67,732	$65,565
" equipment	36,803	38,726	33,022
Real estate	5,248	5,248	
Cash and current assets	2,666	72	160
Other assets	2,256	4,958	691
Profit and loss deficit			570
Total	$112,714	$116,736	$100,128

LIABILITIES.

Capital stock	$ 70,000	$ 70,000	$ 70,000
Funded debt	13,000	13,000	21,000
Bills payable	26,360	32,303	
Accrued interest			175
Other liabilities	503	606	28,653
Profit and loss surplus	2,850	2,727	
Total	$112,714	$116,736	$119,828

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 5 ft. 2 in.; 60 lb. girder rail; 5 motor cars; 2 150 H. P. Taylor engines, Gen. Elec. and West. dynamos and motors. Brill cars.

OFFICERS.—Pres. & Gen. Man. J. D. Frisbee, Sec. J. K. Ewing, Jr., Treas. E. T. Norton, Supt. & Pur. Agt. D. S. Fornwalt.

DIRECTORS.—Jos. Soisson, A. D. Boyd, J. K. Ewing, Jr., John D. Frisbee, Nath'l Ewing, John K. Ewing.

GENERAL OFFICE, Connellsville, Pa.

Date of information, Apr., 1897. a b d z

Connellsville Suburban Street Railway Co.—This company began operation in 1896.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.25; gauge, 4 ft. 8½ in.; 56 lb. T rail; 3 motor cars; West. motors, Stephenson cars, Brill trucks.

OFFICERS.—Pres. S. R. Slaymaker, V. Pres. Joseph Soisson, Sec. & Treas. R. W. Soisson, Supt. Wm. Henderson.

Date of information, Apr., 1897. d z

CONWAY, MASS.

Population in 1880, 1,760, in 1890, 1,451.

Conway Electric Street Railway Co.—This company commenced operation Apr. 2, 1895.

CAPITAL STOCK, authorized, $100,000, issued, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $25,000; dated Jan. 1, 1895, due 1915, but subject to call at par on Jan. 1, 1905 and thereafter; int. payable Jan. and July; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, H. W. Belling. These bonds are held by the directors of the company as security for their endorsement of $35,000 bills payable.

5 p. c. real estate mortgage, $900; due on demand.

OPERATION.—	6 mos. ending Sept. 30, 1895.	Year ending Sept. 30, 1896.
Receipts from passengers	$1,164	$1,644
" other sources	1,316	2,966
" total	2,480	4,610
Operating expenses	3,282	4,777
Deficit from operation	802	166
Other deductions.		
Interest	949	2,068
Taxes	391	400
Net deficit	2,142	2,634
Total deficit		4,776

OPERATING EXPENSES.

	6 mos. ending Sept. 30, 1895.	Year ending Sept. 30, 1896
General expenses	$1,604	$ 735
Maintenance of way and buildings	407	1,246
" equipment		241
Transportation expenses	1,271	2,554
Total	$3,282	$4,776

BALANCE SHEET.—Dated Sept. 30. 1894. 1895. 1896.

ASSETS.

Cost of road	$2,909	$42,949	$44,162
" equipment		5,344	5,389
Land and buildings		9,002	8,996
Other permanent property		1,500	1,500
Cash	10,141	541	2,536
Bills and accounts receivable		489	701
Other assets		177	
Profit and loss deficit		2,142	4,776
Total	$13,050	$62,644	$68,360

LIABILITIES.

Capital stock	$13,050	$25,000	$25,000
Real estate mortgages		900	900
Loans and bills payable		35,000	40,700
Other liabilities		1,744	1,241
Accrued "			1,019
Total	$13,050	$62,644	$68,360

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 cars, of which 2 are motor cars and 6 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors. Wason cars.

OFFICERS.—Pres. & Supt. C. Batchelder, Sec. John B. Laidley, Treas. F. A. Delabarre, Asst. Arthur M. Cook, Electn. & Ch. Engr. of Power Station G. Knowlton.

DIRECTORS.—C. Batchelder, J. B. Packard, E. Brown, Chas. Parsons, A. P. Delabarre, F. Pease, F. A. Delabarre.

Date of information, Jan., 1897. b

CORNING, N. Y.

Population in 1880, 7,402, in 1890, 10,168.

Corning & Painted Post Street Railway.—Chartered Dec. 11, 1894. Operation commenced Nov. 1, 1895. Annual meeting first Tuesday in May.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; dated Jan. 1, 1896; due 1916; int. payable Jan. and July.

OPERATION.—Year ending June 30, 1896.

Receipts from passengers	$14,657
" other sources	105
" total	14,762
Operating expenses	12,522
Earnings from operation	2,240
Deductions from earnings.	
Interest	2,500
Taxes	187
Total deficit	447

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$2,364
Transportation expenses	7,911
Maintenance of way and buildings	1,468
" equipment	779
Total	$12,522

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	242,896
Car miles run	77,801
Total receipts per car mile	$.190
Operating expenses per car mile	.161

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$127,516	Capital stock	$100,000
Cost of equipment	72,502	Funded debt	100,000
Cash	00	Accounts payable	2,500
Materials and supplies	450		
Unexpired insurance	1,105		
Profit and loss (deficit)	447		
Total	$202,500	Total	$202,500

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of main line, 4.92, of second track, .33, total track (electric), 5.25; gauge, 4 ft. 8½ in.; 60 lb. girder and T rail; 11 motor cars; Paine engines, Walker dynamos, Gen. Elec. 800 motors, Brill cars and trucks.

OFFICERS.—Pres. T. C. Bates, V. Pres. & Treas. E. P. Shaw, Sec. W. H. Tylee, Gen. Man. E. P. Shaw, Jr., Supt. J. A. Wilcox, Ch. Engr. T. W. Tierney.

DIRECTORS.—T. C. Bates, W. H. Tylee, of Worcester, Mass.; Geo. A. Butman, Jas. F. Shaw, E. P. Shaw, of Boston, Mass.; C. L. B. Tylee, F. H. Viele, C. M. Hyde, of Corning, N. Y.; A. E. Pond, of West Haven, Conn.

Date of information, Apr., 1897. a b z

CORNWALL, ONT.

Population in 1890, 2,033.

The Cornwall Electric Street Railway Co., Ltd.—This company began operation in 1896.

CAPITAL STOCK, authorized, $150,000, issued, $100,000.

FUNDED DEBT, issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Robb engines, Can. Gen. Elec. dynamos and motors, Can. Gen. Elec. and Rathbun cars.

OFFICERS.—Pres. H. Ross Hooper, V. Pres. & Man. Director S. A. Starr, Sec. & Treas. F. N. Seddall, Supt. W. R. Hitchcock.

Date of information, Nov., 1896. d

CORONADO, CAL.

Coronado Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, 32.51, operated by steam, 31.07, by electricity, 1.44; gauge, 4 ft. 8½ in.; 45 lb. rail; 63 cars of which 43 are freight cars, 16 are passenger cars, 2 are motor cars and 2 trail cars; Baldwin and Rogers engines, Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. E. S. Babcock, V. Pres. J. D. Spreckles, Sec. & Treas. E. Breitenstein, Supt. G. E. Babcock, Ch. Engr. J. Fitzgerald, Elecn. F. V. Pinkham.

Date of information, Apr., 1897. a z

CORPUS CHRISTI, TEX.

Population in 1880, 3,257, in 1890, 4,387, in 1897, 5,000, and of other towns along the road, 900.

Gussett Street Railway Co.

CAPITAL STOCK, $25,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 6.25; gauge, 4 ft. 8½ in.; 25 lb. to 30 lb. T rail; 16 horses, 6 horse cars; 1 dummy engine.

PROPRIETOR.—N. Gussett.

Date of information, Apr., 1897. z

CORTLAND, N. Y.

Population in 1880, 4,050, in 1890, 8,590, in 1897 (local estimates), 10,000.

Cortland & Homer Traction Co.—Chartered Mar. 30, 1894. This company owns the entire capital stock of the Cortland & Homer Street R. R. Co., (which was a successor to the Cortland & Homer Horse R. R. Co.), and now operates the old road, which has been equipped by electricity, together with an extension which runs to the village of McGrawville, a distance of 5½ miles, with a loop to Cortland Park, 1 mile in length. Annual meeting July 21.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Apr. 1, 1894, due 1924; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from passengers.	$	$	$	$	$33,188
" other sources....					1,347
" total.....	10,219	10,210	10,203	15,423	34,535
Operating expenses....	8,416	10,088	8,478	10,864	19,567
Earnings from operation	1,804	122	1,725	4,559	14,968
Deductions from earn'gs	475	436	417	778	
Interest.....					13,500
Taxes.....					600
Other deductions ..					326
Net income.....	1,329	*315	1,308	3,781	542
Dividends paid, 3 p. c...	1,200	1,200			
To surplus account.....	129	*1,515			542
Total surplus account...	5,230	3,716	5,024	3,206	3,713
P.c.op.exp.to total rects.					59

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses.....	$ 2,635	$5,084
Transportation expenses.....	7,237	12,071
Maintenance of way and buildings.....	421	1,212
" " equipment.....	570	1,200
Total.....	$10,864	$19,567

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried.....	716,851
Car miles run.....	208,121
Total receipts per car mile.....	$.166
Operating expenses per car mile.....	.094

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment.....	$45,427	$600,000	$616,720
Other permanent investments.....			3,551
Cash assets.....	1,026	1,244	4,385
Other assets.....	1,367		205
Due by agents.....		10	513
Open accounts.....		4,078	15,075
Material and supplies.....		680	1,868
Office fixtures.....		73	73
Tools.....		47	
Total.....	$47,820	$606,132	$642,390
LIABILITIES.			
Capital stock.....	$40,000	$300,000	$300,000
Funded debt.....		300,000	300,000
Interest on funded debt, due and accrued			4,500
Other liabilities.....	2,796		
Accounts payable.....		1,518	17,786
Loans.....			16,000
Pay rolls, June.....		842	
Accrued taxes, insurance, etc.....		566	391
Profit and loss (surplus).....	5,024	3,206	3,713
Total.....	$47,820	$606 132	$642,390

PLANT AND EQUIPMENT.—Miles of track (electric), 11.43; gauge, 4 ft. 8½ in.; 56 lb. T rail; 2 horses, 18 cars, of which 13 are motor cars and 5 trail cars; Watertown engines, Gen. Elec. dynamos and motors, Cortland and Jackson & Sharp cars.

OFFICERS.—Pres. C. D. Simpson, Sec. H. E. Hand, Treas. H. P. Simpson, Supt. F. P. Mooney.

DIRECTORS.—C. D. Simpson, P. S. Page, Horace E. Hand, H. P. Simpson, of Scranton, Pa.; H. Bergholtz, F. C. Cornell, D. F. Van Vleet, of Ithaca, N. Y.; H. Duffy, H. L. Bronson, of Cortland, N. Y.

GENERAL OFFICE, Garrison Block, Cortland, N. Y.

Date of information, Apr., 1897. b d z

CORVALLIS, ORE.

Population in 1880, 1,128, in 1890, 1,527.

The Corvallis Street Railway Co.

CAPITAL STOCK, authorized, $60,000, issued, $50,000.

FUNDED DEBT, $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2, of road, 2; gauge, 3 ft. 6 in.; 30 lb. steel T rail; 2 horses, 2 horse cars.

OFFICERS.—Pres. Gen. Man. Supt. & Pur Agt. M. W. Wilkins, Sec. M. O. Wilkins, Treas. M. G. Wilkins.

Date of information, Jan., 1894.

COTTAGE CITY, MASS.

Cottage City Street Railway Co.

CAPITAL STOCK, authorized, $37,000, issued, $34,900; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated May 1, 1895, due 1915; int. payable May and Nov.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts.....	$4,561	$4,270	$3,800	$8,861	$5,271
Operating expenses.....	3,010	2,513	3,523	3,430	3,662
Earnings from operation.....	1,551	1,757	277	5,431	1,609
Deductions from earnings.					
Interest on funded debt..				125	1,500
Int. and discount on unfunded debts and loans.				180	503
Taxes.....	33	241	2	24	216
Net income.....	1,518	1,516	275	5,102	*610
Dividends 4 p. c.....				1,000	
To surplus account.....				4,102	
Total surplus account.....	1,746	3,262	3,538	8,832	8,222

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30.	1895.	1896.
General expenses	$ 650	$ 637
Maintenance of equipment		5
Transportation expenses	2,771	3,030
Total	$3,430	$3,002

STATISTICS OF TRAFFIC.

Year ending Sept. 30.	1895.	1896.
Passengers carried	111,530	106,025
Car miles run	30,445	32,400
Gross receipts per car mile	$.095	$.114
Operating expenses per car mile	.112	.114

DIVIDENDS.—In 1895, 4 p. c.

BALANCE SHEET.—Dated Sept. 30.

	1894.	1895.	1896.
ASSETS.			
Cost of road	$45,405	$53,113	$54,572
" equipment	3,025	10,755	11,071
Other permanent investments		1,700	1,700
Cash and current assets	241	1,181	2,200
Other assets	1,700	250	254
Total	$50,221	$67,421	$69,797
LIABILITIES.			
Capital stock	$25,000	$25,000	$50,000
Other liabilities	21,264		
Funded debt		35,000	15,000
Loans and bills payable		10,251	1,001
Dividends declared		1,000	
Profit and loss surplus	3,957	6,170	3,796
Total	$50,221	$67,421	$69,797

PLANT AND EQUIPMENT.—Miles of track operated, 6.5; gauge, 4 ft. 8½ in.; 54 lb. girder and T rail; 14 cars, of which 9 are motor cars and 5 trail cars; Gen. Elec. and Westinghouse motors; Brill cars; Edison Electric Ill. Co. power.

OFFICERS.—Pres. G. L. Wellington; Sec. & Treas. J. H. Holahan; Supt. W. Minor Roberts, Jr.; Elec. R. Bergman.

DIRECTORS.—George L. Wellington, Lloyd Lowndes, James A. McHenry, J. H. Holahan, W. M. Roberts, Jr.

GENERAL OFFICE, North Centre St.

Date of information, Apr., 1897. a z

COTTONWOOD FALLS, KAN.

Population in 1885, 515; in 1890, 1,100; in 1895, [illegible]; in 1896, [illegible].

Consolidated Street Railway Co.

Capital Stock, authorized and issued, $[illegible]; par value, $[illegible] per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track, [illegible]; [illegible] lb. T rail; [illegible] horse cars; Thomson-Houston motors.

Officers.—Pres. & Treas. [illegible]; Vice-Pres. [illegible]; Sec. [illegible]; Supt. & Elect. [illegible].

Date of information, [illegible].

COVINGTON, GA.

Population in 1880, [illegible]; in 1890, [illegible].

Covington & Oxford Street Railroad Co.—Chartered [illegible]; [illegible] miles operated; [illegible] motive power.

Capital Stock, authorized, $[illegible]; issued, $[illegible]; par value, $[illegible] per share.

Funded Debt.—None.

Dividends, [illegible] p. c. paid to [illegible].

Plant and Equipment.—Miles of track, [illegible]; [illegible] lb. T rail; [illegible] horse cars; [illegible] motors.

Officers.—Pres. [illegible]; Sec. & Treas. [illegible]; Supt. [illegible].

Date of information, [illegible].

CUMBERLAND, MD.

Population in 1880, [illegible]; in 1890, [illegible].

Cumberland Electric Railway Co.—Chartered [illegible]; [illegible] miles operated; [illegible] motive power.

Capital Stock.—Common, $[illegible]; preferred, $[illegible]; par value, $[illegible] per share.

Funded Debt.—First mortgage, $[illegible], dated [illegible], due [illegible]; [illegible] p. c. interest, payable [illegible]; trustees of mortgage, [illegible].

Second mortgage 5 p. c. bonds, authorized and issued, $20,000; coupon, but may be registered; dated, Jan., 1894, due July, 1914, but payable at option of company in 1904; denom. $500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and George L. Wellington.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 54 lb. girder and T rail; 14 cars, of which 9 are motor cars and 5 trail cars; Gen. Elec. and West. motors; Brill cars; rent power from Edison Electric Ill. Co.

OFFICERS.—Pres. G. L. Wellington, V. Pres. L. Lowndes, Sec. & Treas. J. H. Holahan, Supt. W. Minor Roberts, Jr., Elecn. R. Bergman.

DIRECTORS.—George L. Wellington, Lloyd Lowndes, James A. McHenry, J. H. Holahan, W. M. Roberts, Jr.

GENERAL OFFICE, North Centre St.

Date of information, Apr., 1897. a z

DALLAS, TEX.

Population in 1880, 10,358; in 1890, 38,067.

Dallas City Street Railway Co.—This company was chartered in 1895 as a successor to the Dallas Consolidated Traction Ry. Co. In Mar., 1897, this property was placed in the hands of a receiver.

CAPITAL STOCK, authorized, $500,000; issued, $350,000; par value, $100 per share.

FUNDED DEBT, 5 p. c. gold bonds, $350,000; dated Jan. 1, 1896, due 1945.

PLANT AND EQUIPMENT.—Miles of track, 25.5, operated by electricity, 21.5 by horses; 24 gauge, 4 ft. 8½ in.; 55 lb. girder and T rail; 181 horses, 71 cars, of which 32 are horse cars and 24 motor cars; Gen. Elec. & West. dynamos and motors; Laclede, St. Louis, Stephenson and Brownell cars.

OFFICERS.—Receiver Chas. E. Burt; Pres. Channing M. Ward; Sec. Edw. T. Moore; Treas. H. Garrett.

REFERENCES.—Description of road, Vol. X, June, '94, p. 373 (ill.); Vol. X, Sept., '94, p. 45.

GENERAL OFFICE, 103 Main St.

Date of information, Mar., 1897. d y

Dallas & Oak Cliff Electric Railway Co.—Chartered May, 1891.

Capital Stock.—Unknown.

Plant and Equipment.—Miles of track, [illegible]; gauge, 4 ft. 8½ in.; 55 lb. and 56 lb. T rail; [illegible] motors.

Officers.—Pres. H. C. Scott; V. Pres. C. F. Turner; Supt. B. F. Short.

Directors.—Thos. P. West, A. W. Minter, H. C. Scott, C. F. Turner, [illegible] N. Simpson, De Levant Jones.

References.—Description of road (brief), Vol. X, June, '94, p. 373.

General Office, Room 5, Kinnard Bldg.

Date of information, [illegible]. y

Dallas Rapid Transit & Terminal Railway Co.—Chartered [illegible], 1895, as a successor to the Dallas Rapid Transit Ry. Co., whose [illegible] was sold Dec. 15, 1894, under foreclosure of mortgage, to parties representing the first mortgage bondholders.

Capital Stock, $[illegible].

Funded Debt.—None.

Plant and Equipment.—Miles of track operated, 15; of road, 15; gauge, 4 ft. 8½ in.; 55 lb. T rail; [illegible] motor cars; [illegible] Baldwin engines; Gen. Elec. and West. dynamos and motors; [illegible].

Officers.—Pres. W. F. Thomas; Treas. S. Hutchinson; Sec. Treas. & Gen. Mgr. [illegible]; Electrical Supt. [illegible].

References.—Description of road, Vol. X, June, '94, p. 373 (ill.); [illegible].

General Office, [illegible].

Date of information, [illegible]. z z

North Dallas Electric Railway Co.—Chartered Dec. 24, 1888, [illegible].

Capital Stock, $[illegible]; par value, $[illegible]. Stock [illegible] common [illegible] stock, and [illegible] preferred stock.

Funded Debt.—[illegible] mortgage, dated [illegible], due [illegible]; [illegible] p. c. interest, payable [illegible]; trustees of mortgage, [illegible].

Plant and Equipment.—Miles of track, [illegible]; gauge, 4 ft. 8½ in.; [illegible] lb. T rail; [illegible] motor cars; [illegible] motors; [illegible].

Officers.—Pres. [illegible]; Sec. & Treas. [illegible]; Supt. [illegible]; Elec. [illegible].

Date of information, [illegible]. z z

Queen City Railway Co.—Chartered Apr. 4, 1893, for 30 years. This property was sold in 1896, under foreclosure of mortgage, to Geo. W. Davenport, Ames Bldg. Boston.

CAPITAL STOCK, authorized, $400,000.

FUNDED DEBT.—Cancelled by foreclosure.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.8; gauge, 4 ft. 8½ in.; 45 lb. T rail; 18 motor cars; Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Agt. & Man. C. L. Wakefield, Supt. E. Light.

GENERAL OFFICE, Junction Bldg.

REFERENCES.—Description of road, Vol. X, June, 94, p. 372 (ill.). Vol. X, Souv., '94, p. 47.

Date of information, Apr., 1897. a d z

DANBURY, CONN.

Population in 1880, 11,666, in 1890, 16,552.

Danbury & Bethel Street Railway Co.—Chartered May 7, 1886.

CAPITAL STOCK, authorized, $323,000, issued, $320,000; par value, $25 per share. Dividends payable June and Dec.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; dated May 1, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—	12 mos. ending Sept. 30, 1894.	9 mos. ending Sept. 30, 1895.	12 mos. ending Sept. 30. 1896.
Receipts from passengers	$27,447	$49,593	$64,297
" other sources	742	225	863
" total	28,189	49,818	65,160
Operating expenses	24,263	35,827	41,746
Earnings from operation	3,926	13,991	23,414
Deductions from earnings.			
Interest	3,923	3,300	10,402
Taxes	973	1,170	2,721
Construction account	1,117		
Net income	* 2,087	9,521	10,291
Dividends paid, 2½ p. c			8,000
To surplus account			2,291

* Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.	
Passengers carried	1,661,703
Car miles run	350,635
Total receipts per car mile	$.186
Operating expenses per car mile	.119

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$118,920	$325,486	$332,435
" equipment	36,388	114,749	120,518
Cash assets	1,231	11,588	323
Operating expenses	61,487	28,042	39,417
Other assets	25,362	83,130	109,097
Total	$243,388	$562,995	$601,790
LIABILITIES.			
Capital stock	$100,000	$315,000	$320,000
Funded debt	65,000	200,000	200,000
Passenger receipts	77,118	44,307	64,297
Advertising	1,125	225	625
Manure account	145		
Other assets			1,827
Profit and loss (surplus)		3,463	15,042
Total	$243,388	$562,995	$601,790

PLANT AND EQUIPMENT.—Miles of track (electric), 11,15; gauge, 4 ft. 8½ in.; 60 lb. 48 lb. and 80 lb. T and girder rail; 31 cars, of which 22 are motor cars and 9 trail cars; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. S. C. Holley, V. Pres. S. H. Wagner, Sec. & Treas. M. H. Griffing, Gen. Supt. G. H. Klinzing.

DIRECTORS.—S. C. Holley, Arthur Tweedy, M. H. Griffing, Henry Bernd and M. McPhelemy, of Danbury; S. H. Wagner, of New Haven; W. F. Ford, of Boston.

GENERAL OFFICE, 23 South St.

Date of information, Apr., 1897. b d z

NEW CORPORATION.

The Danbury & Goldens Bridge Street Railway Co.—Chartered to build an electric railway from Danbury to Goldens Bridge. This company has secured a franchise, and construction work will be commenced soon.

INTERESTED PARTIES.—F. S. Wardwell, Timothy Foster, Henry Crofut, Joseph Serre, Henry W. Hoyt, Victor P. Wardwell and Joel Foster, of Danbury, Conn.; W. H. J. Howe, of North Salem, N. Y.

Date of information, Apr., 1897. z

DANVILLE, ILL.

Population in 1880, 7,733, in 1890, 11,528.

Danville Gas, Electric Light & Street Railway Co.

CAPITAL STOCK, authorized and issued, $350,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $300,000; dated May 2, 1896, due May 1, 1916; denom. $1,000; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 16 cars, of which 13 are motor cars and 3 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS,—Pres. F. W. Penwell, V. Pres. A. C. Daniel, Sec. Treas. Gen. Man. & Pur. Agt. Ernest X. Leseure, Supt. M. Connor, Elecn. O. J. Penwell, Ch. Engr. of Power Station W. Jones.

DIRECTORS.—W. P. Cannon, A. C. Daniel, F. W. Penwell.

Date of information, Apr., 1897. a z

DANVILLE, VA.

Population in 1880, 7,526, in 1890, 10,305.

Danville Street Car Co.—Chartered Oct. 8, 1886, for 30 years.

CAPITAL STOCK, authorized, $150,000, issued, $60,000; par value, $100 per share.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 38 lb. girder rail; 9 motor cars; Ball & Wood and Taylor engines, Gen. Elec. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. P. R. Jones, V. Pres. L. C. Berkeley, Sec. & Treas. H. S. Lanier, Gen. Man. & Supt. N. W. Berkeley, Jr., Ch. Engr. J. M. King, Elecn. J. D. Logan.

GENERAL OFFICE, 320 Craighead St.

Date of information, Dec., 1896. d

DAVENPORT, IA.

Population in 1880, 21,831, in 1890, 26,872, in 1896, 30,306.

Tri-City Railway Co.—Chartered Sept., 1895, as a reorganization of the Davenport & Rock Island Ry. Co.

CAPITAL STOCK, authorized, $600,000, issued, $420,000.

FUNDED DEBT.—Davenport & Rock Island Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $630,000; coupon, but may be registered; dated July 1, 1891, due 1901 to 1911; denom. $500 and $1,000; int. payable Jan. and July, at Chase National Bank, of New York, and Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 43; operated by electricity, 42, by horse, 1; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 8 horses, 125 cars, of which 5 are horse cars, 65 are motor cars and 55 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. E. E. Cook, Sec. Treas. & Pur. Agt. J. F. Lardner, Gen. Supt. J. G. Huntoon, Ch. Engr. of Power Station, T. Gowling, Elecn. J. D. Fish.

DIRECTORS.—E. E. Cook, Clarence Buckingham, D. H. Louderbach, J. C. Shaffer, John Mitchell.

GENERAL OFFICE, 2d and Rock Island Sts., Davenport, Ia.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, Apr., 1897. d z

DAYTON, O.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Dayton, is situated on the Great Miami River, at the mouth of the Mad River, in southwestern Ohio. It is the county seat of Montgomery County.

Railroad and Steamship Connections.—The following railroads enter the city: The Cincinnati, Hamilton & Dayton R. R., Cleveland, Cincinnati, Chicago & St. Louis R. R., Dayton, Lebanon & Cincinnati R. R., New York, Lake Erie & Western R. R., Pennsylvania R. R. The Miami Canal gives a water route to Cincinnati and Toledo.

Manufacturing and Commercial Interests.—A capital of about $12,800,000 is employed in the various manufacturing industries of the city, the principal productions being agricultural implements, machinery and other manufactured iron, cotton and woolen goods, refined oils, flour, malt liquors, paper, lumber, tobacco, architectural and ornamental ironwork, coffee and spices, carriages and wagons, steam and street cars. Quarries of excellent limestone are found in the vicinity of Dayton, and furnish much building material for Cincinnati and other places.

Banking Capital.—There are now [illegible] national banks with a combined capital and surplus of $[illegible] and 1 state deposit company with a combined capital and surplus of $[illegible]. The total banking capital is $[illegible].

		1900.	1910.	Latest.
Population		[illegible]	[illegible]	[illegible]
Area, in square miles				
Population per square mile				[illegible]
Assessed Valuation.				
Ins. comp. 15% actual value	$			[illegible]
Personal property	$			[illegible]
Total	$	[illegible]	[illegible]	[illegible]
per cap.	$	[illegible]	[illegible]	
Municipal Debt, inc.	$	[illegible]	[illegible]	[illegible]
per cap	$	[illegible]	[illegible]	
Tax Rate, per $1,000	$	[illegible]	[illegible]	[illegible]
Manufacturing Interests.				
No. of establishments		[illegible]	[illegible]	[illegible]
Capital invested	$	[illegible]	[illegible]	[illegible]
per cap	$	[illegible]	[illegible]	
No. of employees		[illegible]	[illegible]	[illegible]
Wages per annum	$	[illegible]	[illegible]	[illegible]
Cost of materials	$	[illegible]	[illegible]	[illegible]
Value of product	$	[illegible]	[illegible]	[illegible]
Banking Capital.	$			[illegible]
per cap.	$			

* Including water and returning sinking fund. † Local estimates. ‡ Census 1910.

STREET RAILWAY SYSTEM—Description.

[illegible] Street and [illegible] Street with crossing at right angles. The property in the city has been greatly improved by an extensive water power development from the Mad River at Dayton. This water furnishes both extensive manufacturing interests and [illegible] electric railway and extensive manufacturing interests. It also [illegible] the steam lines entering the city. A considerable system of [illegible] six municipal electric railways aggregating [illegible] miles in length [illegible] the city and [illegible] is now operating [illegible] cars [illegible] miles [illegible] lines.

The street railway mileage is controlled as follows:

	Lines
The [illegible]	[illegible]
[illegible]	[illegible]
The [illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Total	[illegible]

STREET RAILWAY SYSTEMS—Present Companies.

The City Railway Co.—Chartered [illegible] as a consolidation of the Dayton Street R. R. Co. (incorporated [illegible] the First Street R. R. Co. (incorporated [illegible] and the Dayton & Soldiers' Home Electric R. R. Co. (incorporated [illegible]).

Capital Stock.—Common stock, issued and outstanding $[illegible], par value $[illegible] per share. Preferred stock, issued and outstanding $[illegible], par value $[illegible] per share.

Funded Debt.—Dayton & Soldiers' Home Electric R. R. [illegible] and extension 5s, dated [illegible], due [illegible], interest [illegible] at the office of [illegible] New York, [illegible] and at the office of the Treasurer of the Company.

Plant and Equipment.—Miles of track [illegible] gauge, [illegible] lb. rail, [illegible] ballasted; [illegible] poles; [illegible] trolley; [illegible] feeders; [illegible] cars, of which [illegible] are motor cars and [illegible] are trail cars; [illegible] steam plant, [illegible] engines, [illegible] Electric generators and motors. Barney & Smith and Wells & French cars and trucks.

Officers.—[illegible]

Directors.—[illegible]

Reference.—[illegible]

Date of information [illegible]

Bryan Traction Co.—[illegible]

Capital Stock authorized and issued $[illegible] par value $[illegible] per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track [illegible] gauge, [illegible] lb. rail, [illegible] ballasted; [illegible] poles; [illegible] trolley; [illegible] feeders; [illegible] cars; [illegible] motor engines. Barney & Smith cars.

Officers.—[illegible]

Directors.—[illegible]

General Office. [illegible]

Date of information [illegible]

Fraded Debt.—First mortgage [illegible] gold registered bonds, authorized and issued $[illegible], dated June [illegible], due [illegible]; [illegible] interest $[illegible] payable Jan. and July at office of the Finance Co. of Pennsylvania of Philadelphia, trustee of mortgage.

Operation.—For period during construction and six months ending Dec. 31 1898.

Gross receipts	$[illegible]
Operating expenses	[illegible]
Earnings from operation	[illegible]
Deductions from earnings	[illegible]
Net income	[illegible]

Balance Sheet.—Dated Dec. 31 1898.

Assets.		Liabilities.	
[illegible]	$[illegible]	Capital stock	$[illegible]
[illegible]	[illegible]	Funded debt	[illegible]
Bills and accts. receivable	[illegible]	Bills and accts. payable	[illegible]
Materials and supplies	[illegible]	Profit and loss surplus	[illegible]
Other assets and deficit	[illegible]		
Total	$[illegible]	Total	$[illegible]

Plant and Equipment.—Miles of main line [illegible] of second track, [illegible] of sidings [illegible] lbs. rails [illegible] gauge, [illegible] ballasted; [illegible] poles; [illegible] trolley; [illegible] feeders; [illegible] cars, of which [illegible] are motor cars and [illegible] are trail cars; [illegible] steam plant, [illegible] engines, [illegible] Electric generators and motors. Barney & Smith and Wells & French cars and trucks.

Officers.—Pres. Dennis Dwyer; V. Pres. & Treas. J. B. Brown; Sec. Albert Emerick; Gen. Mgr. & Chief Engr. A. P. Applegate.

Directors.—Dennis Dwyer, J. B. Brown, of Dayton, O.; Lloyd Smith, of New York; Wm. A. Haas, of Minneapolis; Wm. A. Stern, C. H. Silverman, of Philadelphia; Hon. S. Hay, of Cincinnati, O.

Reference.—Description [illegible] Jan. 7th 1899, p. [illegible]; Date of information Apr. 1900.

Home Avenue Railroad Co.

Capital Stock authorized and issued $[illegible] par value $[illegible] per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track [illegible] gauge, [illegible] lb. rail, [illegible] ballasted; [illegible] poles; [illegible] trolley; [illegible] feeders; [illegible] cars; [illegible] motor engines. Barney & Smith cars.

Officers.—Pres. Wm. F. Johnston; V. Pres. J. W. Dustin, Sec. & Treas. J. J. Burns; Gen. Mgr. Supt. & Chief Engr. W. F. Stark.

Directors.—[illegible]

General Office. [illegible]

Date of information [illegible]

Oakwood Street Railway Co.—Chartered [illegible].

Capital Stock $[illegible] par value $[illegible] per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track [illegible] gauge, [illegible] lb. rail, [illegible] ballasted; [illegible] poles; [illegible] trolley; [illegible] feeders; [illegible] cars. Gen. Elec. [illegible] Brill cars.

Officers.—Pres. & Treas. J. H. Dagg; V. Pres. A. L. Scott, Sec. [illegible].

Directors.—[illegible]

General Office. [illegible]

Date of information [illegible]

The Peoples Railway Co. [illegible] as a consolidation [illegible] Line Street [illegible].

Capital Stock $[illegible].

Funded Debt $[illegible].

Plant and Equipment. [illegible] horses [illegible] power cars [illegible] cars and [illegible] Louis cars.

Officers. [illegible] Sec. E. [illegible] Engr. C. [illegible].

Reference. [illegible] Description of [illegible].

Date of information [illegible]

Please note date of information at end of each report.

Wayne & Fifth Street Railroad Co.—This company has been consolidated with The People's Ry. Co. (which see).

Date of information, Dec., 1896. d

White Line Street Railroad Co.—This company has been consolidated with The People's Ry. Co. (which see).

Date of information, Dec., 1896. d

NEW CORPORATIONS.

The Dayton, Springfield & Urbana Street Railroad Co.—This company expects to have its lines in operation by Oct. 1, 1897.

Capital Stock, $10,000.

Incorporators.—Fred. Colburn (Pres.), J. G. Webb (Sec.), J. Harshman, W. H. Hanford, H. T. Mathers.

Date of information, Apr., 1897. z

Troy, Tippecanoe & Dayton Electric Railway Co.—Chartered to construct and operate an electric railway from Troy to Dayton. Franchises over public roads and deeds for right of way over private lands have been secured.

Capital Stock, $25,000.

Officers.—Pres. Theo. Sullivan, V. Pres. Geo. Scott, Sec. W. R. Thompson, Treas. John T. Knoop.

Directors.—Theo. Sullivan, W. R. Thompson, P. J. Gates, F. M. Sterrett, John T. Knoop, Geo. Scott, Geo. Long, F. T. Worman, J. N. Miller.

Date of information, Apr., 1897. z

DECATUR, ILL.

Population in 1880, 9,547, in 1890, 16,841, in 1895 (local estimates), 25,000.

City Electric Railway Co.—Chartered 1891. This road is a consolidation (in 1892) of the Decatur Electric Street Ry. Co. and the Citizens' Electric Street Ry.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT,—First mortgage 6 p. c. gold bonds, authorized and issued, $175,000; denom. $500; dated Mar. 1, 1892, due 1912; int. payable Mar. & Sept., at American Trust & Savings Bank, of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 40 lb. 42 lb. 48 lb. and 50 lb. T and girder rail; 27 cars, of which 21 are motor cars and 6 trail cars; Ide engines; Gen. Elec. and West. dynamos and motors, Pullman, St. Louis and Stephenson cars.

OFFICERS.—Pres. D. S. Shellabarger, Sec. Treas. & Pur. Agt. W. L. Shellabarger, Gen. Man. W. L. Ferguson, Ch. Engr. and Ch. Engr. of Power Station S. Ray, Elecn. G. J. Nitsche.

DIRECTORS.—D. S. Shellabarger, J. B. Bullard, H. Schlaudeman, W. L. Ferguson, W. H. Starr.

Date of information, Apr., 1897. a z

DEERFIELD, N. Y.

Population in 1880, 716, in 1890, 691.

Deerfield & Utica Railroad Co.—Chartered May 8, 1888. Annual meeting first Monday in Oct.

CAPITAL STOCK, authorized and issued, $12,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $12,000, issued, $11,000; dated June 1, 1893, due 1993.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$4,132	$3,875	$3,608	$3,559	$3,479
Operating expenses	2,996	3,301	3,887	3,363	3,265
Earnings from op'n	1,136	574	*279	196	214
Deduc. from earnings	709	709	889	805	
Int. on funded debt due and accrued					660
Other interest					41
Taxes					97
Net income	427	*136	*1,168	*609	*584
Total surplus account	789	653	*725	*1,334	*1,918

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 83	$ 289
Transportation expenses	2,923	2,551
Maintenance of way and buildings	213	119
" " equipment	144	306
Total	$3,363	$3,265

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$20,005	$20,072	$20,776
" equipment	3,353	3,287	3,358
Cash assets	85	136	256
Profit and loss (deficit)	725	1,334	1,193
Total	$24,168	$24,828	$25,583
LIABILITIES.			
Capital stock	$12,000	$12,000	$12,000
Funded debt	11,000	11,000	11,000
Bills payable	838	838	993
Int. on funded debt due and accrued	330	990	1,590
Total	$24,168	$24,828	$25,583

PLANT AND EQUIPMENT.—Miles of track (horse), 1.8; gauge, 4 ft. 8½ in.; 42 lb. flat and T rail; 9 horses, 3 horse cars; Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Frederick G. Weaver, Sec. & Treas. J. R. Swan.

DIRECTORS.—F. G. Weaver of Deerfield; Alex. T. Goodwin of New York City; Jos. R. Swan, J. Milton Butler, of Utica.

GENERAL OFFICE, Utica, N. Y.

Date of information, Nov., 1896. b

DEFIANCE, O.

Population in 1880, 5,907, in 1890, 7,694, in 1897 (local estimates), 10,500.

The Defiance Light & Railroad Co.—Chartered July, 1894, as a successor to the Defiance Light & Power Co. This property is now in the hands of a receiver.

CAPITAL STOCK, $100,000; par value, $100 per share.

FUNDED DEBT, $100,000; int. payable at office of Gilman, Son & Co., of New York; trustee, Girard Life Insurance, Trust & Annuity Co., of Philadelphia.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; 60 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Russell engines, West. dynamos and motors, Brownell and Pullman cars.

OFFICERS.—Receiver & Gen. Man. W. R. Faben, Pres. S. L. Nelson, Elecn. C. Miller, Ch. Engr. of Power Station G. Buttler.

Date of information, Apr., 1897. a z

DELAWARE, O.

Population in 1880, 6,894, in 1890, 8,224, in 1896, 9,822.

Delaware Electric Street Railway Co.—Chartered June, 1892, for 25 years. Annual meeting first Monday in June.

CAPITAL STOCK, authorized, $75,000, issued, $49,200.

FUNDED DEBT, authorized, $30,000, issued, $22,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 7 motor cars; West. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. J. D. Van Deman, V. Pres. J. K. Newcomer, Sec. L. L. Hudson, Treas. V. T. Hills, Supt. F. P. Welch.

Date of information, Apr., 1897. a z

DENISON, TEX.

Population in 1880, 3,975, in 1890, 10,959.

Denison Street & Electric Railway Co.—This company has purchased the property of the Denison Rapid Transit Ry. Co. and the Denison Street & Belt Line Ry. Co.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 4 motor cars; West. dynamos and motors.

OFFICERS.—Pres. E. H. Lingo, V. Pres. C. F. Witherspoon, Sec. & Treas. G. L. Blackford.

DIRECTORS.—E. H. Lingo, P. H. Tobin, A. F. Platter, Tim Murphy, T. E. Horan, Geo. McLagan, G. E. Blackford.

Date of information, Apr., 1897. a z

Denison Rapid Transit Railway Co.—This property has been purchased by the Denison Street & Electric Ry. Co.

Date of information, Apr., 1897. z

Denison Street & Belt Line Railway Co.—This property has been purchased by the Denison Street & Electric Ry. Co.

Date of information, Apr., 1897. z

DENNISON, O.

Population in 1880, 1,518, in 1890, 2,025.

The United Electric Co.

CAPITAL STOCK, authorized, $100,000, issued, $28,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in., 56 lb. girder rail, 4 motor cars; Russell and West. engines, Gen. Elec. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. F. R. Vanostron, Sec. E. E. Elvin, Treas. W. H. Smith, Gen. Man. & Pur. Agt., R. F. Gardner, Electn., C. J. Farr, Ch. Engr. & Ch. Engr. of Power Station, T. Watters.

GENERAL OFFICE, Grant St.

Date of information, Apr., 1897. a d z

DENVER, COL.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Denver is situated in the central part of Colorado, on both sides of the South Platte River, and at an elevation of about 5,000 ft. above the level of the sea. It is the capital of Colorado, and the county seat of Arapahoe County.

Suburbs.—There are a number of small suburban villages [illegible] to Arapahoe County, many of which are connected with Denver by street railways.

Railroad Connections.—The following trunk lines connect Denver with the North, East, South and West: Burlington & Missouri R. R. in Nebraska, Topeka & Santa Fe R. R., Chicago, Rock Island & Pacific R. R., Union Pacific, Denver & Rio Grande R. R., Colorado Midland R. R. and Union Pacific, Denver & Gulf R. R.

Manufacturing and Commercial Interests.—A capital of about $[illegible] is employed in the various manufacturing industries of Denver, the principal [illegible] smelting and refined ores and bullion, machinery, [illegible] machinery, flour, [illegible] wagons and carriages, [illegible] from raw materials, [illegible] Denver is the business [illegible] a number of [illegible] Denver [illegible]

Banking Capital.—[illegible] $[illegible] capital [illegible] $[illegible] capital [illegible] $[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

mortgage bonds, $498,000; coupon, but may be registered; dated Jan. 1, 1890; due 1910; denom. $1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Metropolitan Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $953,000; coupon, but may be registered; dated July 30, 1891, due Jan. 1, 1911; denom. $1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000, issued $922,000, in escrow to retire all prior liens, $2,670,000, in treasury, $327,000; coupon, but may be registered; dated Oct. 1, 1893, due 1933; denom. $1,000; int. payable Apr. and Oct. at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Note.—$2,670,000 of the first consolidated mortgage 5 p. c. bonds are held in escrow to retire an equal amount of the bonds of the Denver Tramway Co. and the Metropolitan Ry. Co., described above.

The unissued consolidated mortgage bonds ($408,000) now in the hands of the trustees may be issued and sold under the following conditions: $100,000 for moving and rebuilding tracks on 15th St., Colfax Ave. and Broadway; $180,000 for paving and planking; and $128,000 for construction and equipment of extensions, at the rate of $20,000 per mile.

The entire issue of the Denver Tramway Co.'s consolidated mortgage bonds, $913,000 of the Metropolitan Ry. Co.'s first mortgage bonds, and $800,000 of the consolidated mortgage bonds are listed on the New York Stock Exchange.

Franchises.—Blanket franchises for main system were granted Feb. 5, 1885, without time limit.

Operation.—Year ending

	Dec. 31, 1893.	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1895.	June 30, 1896.
Receipts from pass.	$856,480	$717,974	$710,178	$703,987	$723,231
" other sources	13,834	*35,509	13.302	17,279	29,060
" total	870,314	753,483	723,480	721,266	752,290
Operating expenses	564,610	445,684	441.282	432,500	445,966
Earnings from oper'n	305,704	307,799	282,198	288,766	306,324
Deduc. from earnings.					
Interest on bonds	158,905	197,800	198,718	197,968	199,750
Deprec'n written off	6,176	1,209		1,209	2,409
Taxes	13,060	14,884	10,805	12,857	12,645
Rentals		287			
Miscellaneous	4,422	2,551	5,635	3,872	15,073
Old damage claims,		27,441	9.238	10,760	11,192
Net income	123,140	63,625	57,802	62,099	65,255
Dividends paid	30,000	60,000	45,000	60,000	15,000
To surplus account	93,140	3,625	12,802	2,099	50,255
Total surplus account	60,094	111,190	123,992	102,004	152,259
P.c.op.exp.to gross rects.	65	59	61	60	60
P. c. dividends paid		2	1½	2	1/100

* Including $7,392, being interest on bills receivable in excess of interest on bills payable.

Balance sheet.—Dated

	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1895.	June 30, 1896.
ASSETS.				
Cost of road	$4,388,400	$4,420,228	$4,396,639	$4,431,602
" equipment	1,790,339	1,816,877	1,810,058	1,818,775
Other permanent invest.	20,134	21,564	20,871	19,338
Cash	3,244	5,846	9,835	6,156
Bills and accts. recble.	595,205	615,695	302,039	55,187
Material and supplies	58,002	45,731	49,594	61,259
Other assets	98,236	145,494	398,602	729,803
Total	$6,953,560	$7,071,435	$6,987,637	$7,122,119
LIABILITIES.				
Capital stock	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Funded debt	3,520,000	3,592,000	3,520,000	3,592,000
Accrued interest	10,000	10,000	10,000	7,438
Bills and accts. payable.	307,479	341,061	350,829	201,407
Other liabilities	4,890	4,382	4,803	8,015
Collateral trust notes (due Oct. 1, 1900)				161,000
Profit and loss (surplus)	111,191	123,992	102,004	152,259
Total	$6,953,560	$7,071,435	$6,987,637	$7,122,119

Plant and Equipment.—Miles of main line, 59.21, of second track, 35.71, of sidings, 4.50, total track (electric), 99.42; gauge, 3 ft. 6 in.; 30 lb. to 72 lb. T rail; 228 cars, of which 119 are motor cars and 109 trail cars cars; 3,000 H. P. Hamilton-Corliss and Wetherill engines, Gen. Elec. and West. dynamos and motors, Brill, St. Louis and Woeber cars, Bemis, Brill, McGuire and Peckham trucks.

Officers.—Pres. Rodney Curtis, V. Pres. & Treas. F. A. Keener, Sec. Wm. G. Evans, Audr. N. C. Jelliff, Gen. Supt. Chas. K. Durbin, Pur. Agt. C. F. Musgrove, Ch. Engr. Construction, John A. Beeler, Elecn. A. M. Ballou.

Directors.—S. H. Elbert, Rodney Curtis, E. B. Hendrie, W. G. Evans, G. E. Ross-Lewin, M. Barth, J. S. Brown, W. N. Byers, W. F. McClelland, H. W. Hobson, Frank Trumbull, M. Spangler.

General Office, cor. 15th and Arapahoe Sts.

References.—Description of road, Vol. VI, May, '90, p. 259; Vol. IX, Mar. '93, p. 133 (ill.); description of switch, Vol. IX, Mar., '93. p. 183 (ill.); operating detail, bookkeeping, Vol. IX, Apr., '93, p. 215 (ill.); operating detail, Vol. IX, Apr., '93, p. 220; operating detail, bookkeeping, Vol. IX, May, '93, p. 287 (ill.); operating detail, use of telephone, Vol. IX, Sept., '93, p. 577; description of track crossing, Vol. IX, Mar., '93, p. 156 (ill.); description of T rail const., Vol. IX, Sept., '93, p. 598 (ill.); description of new car, Vol. IX, Sept., '93, p. 599 (ill.); increase of bonds, Vol. IX, Nov., '93, p. 777; operating details, Vol. XI, Jan., '95, p. 26 (ill.); operating detail, Vol XII, Dec., '96, p. 775; description of cars, Vol. XIII, Apr., '97, p. 223 (ill.).

Date of information, Apr., 1897. a z

Denver, Lakewood & Golden Railroad Co.—Chartered 1890 for 99 years. Road opened Jan. 1, 1893. This company operates a steam railroad from Denver to Ralston, Col. (22 miles), and an electric line from Denver to Barnum (5 miles).

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $627,000; dated May, 1890, due 1910; denom. $1,000; int. payable May and Nov., at Denver; trustee of mortgage, Farmers' Loan & Trust Co. of New York.

Plant and Equipment.—Miles of track, 27; operated by steam, 22, by electricity, 5; gauge, 4 ft. 8½ in.; 60 lb. and 76 lb. T rail; 50 cars, of which 40 are motor cars and 10 box cars, 19 coal cars, 4 steam dummies; Sioux City engines, Gen. Elec. dynamos and motors, Woeber cars

Officers.—Pres. Sam'l Newhouse, V. Pres. C. C. Welch, Sec. Jas. B. Miller, Treas. Frank W. Loveland.

Directors.—Sam'l Newhouse, C. C. Welsh, Frank W. Loveland, W. F. R. Mills, Caldwell Yeaman, G. W. Middleton, W. P. Rouse, Geo. E. Moore, John Z. Adams.

General Office, Room 507-510 Boston Bldg., Denver.

Reference.—Description of road, Vol. IX, Mar., '93, p. 149 (ill).

Date of information, Apr., 1897. z

Denver & Westminster Railway Co.

Capital Stock.—Authorized and issued, $1,000,000.

Funded Debt.—Unknown.

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.

Officers.—Pres. H. J. Mayham, V. Pres. R. W. Woodbury, Sec. J. Downing, Engr. F. H. Whiting.

General Office, 1648 Curtis St.

Reference.—Description of road, Vol. IX, Mar., '93, p. 150 (ill).

Date of information, Feb., 1893.

Thirty-fourth Avenue Railway.—This road is 1.50 miles long and runs through J. Cook, Jr.'s, property in old Denver, from a connection with the Denver Tramway Co. at Williams St., and running to the Colorado Boulevard. The cars run one way by gravity, carrying the horse downwards on the rear platform of the passenger car, the horse afterward drawing the car back up the hill. The line is owned by John Cook, Jr., and is free from encumbrance.

Date of information, Mar., 1895.

West End Street Railway Co.—Chartered Mar. 26, 1890. Annual meeting second Thursday in May. This road is owned by the Denver City R. R. Co.

Capital Stock, authorized, $500,000, issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. coupon gold bonds, authorized and issued, $300,000; dated, July 1, 1890, due 1910; denom. $1,000; int. payable Jan. and July at office of Central Trust Co., of New York, trustee of mortgage. Interest on these bonds is guaranteed by the Denver City Cable Ry. Co.

Note.—On Nov. 10, 1893, Messrs. Geo. E. Randolph, of Denver, and Cornelius S. Sweetland, of Providence, were appointed receivers of this property.

Plant and Equipment.—Included in report of Denver Consolidated Tramway Co. (which see).

Officers.—Receivers Geo. E. Randolph and Cornelius S. Sweetland, Pres. J. Wilbour, V. Pres. & Gen. Man. D. F. Longstreet, Supt. & Pur. Agt. S. Roy Wright.

Directors.—Joshua Wilbour, Benj. A. Jackson, Wm. Binny, Jr., of Providence, R. I.; Henry R. Wolcott, Geo. E. Randolph and D. F. Longstreet, of Denver; Geo. H. Holt, of New York.

General Office, Prospect Ave.

Reference. Description of road, Vol. IX, Mar., '93, p. 147 (illus.)
Date of information, Feb., 1897. a

NEW CORPORATION.

The Denver, Globeville & Golden Rapid Transit Co.—This company has been granted franchises in Golden, Globeville and Argo, and applies a franchise in Denver in 1897. The road will cover about 30 miles of street with 2 car houses, 2 power stations, 15 motor cars, 15 trail cars and 1 combination car.

Capital Stock. $[illegible] par value, $100 per share.

Officers.—Pres., [illegible] P. Tenney; V. Pres. & Gen. Man., S. Roy Wright; Sec. & C. Engr.

Date of information, Apr., 1897. z

DEPTFORD, TENN.

Deptford & South Pittsburg Street Railway Co.

Capital Stock, authorized and issued, $[illegible].

Funded Debt.—None.

Road and Equipment.—Miles of track horse [illegible] gauge, [illegible] ft. rails, [illegible] lbs. per yd.; [illegible] horses, [illegible] horse cars. Stephenson cars.

Officers.—Pres., L. W. Shattuck; V. Pres., J. G. Kelley; Sec. Treas. & Gen. Man., [illegible] Wright.

General Office, Deptford.

Date of information, Apr., 1897. z z

DERBY, CONN.

Population of Ansonia, Derby and Shelton in 1895, [illegible]; in 1890, [illegible]; in 1880, [illegible].

Derby Street Railway Co. Charter dated May 20, 1895. The Derby & Ansonia Street Ry. Co. formerly the Birmingham & Ansonia Horse R. R. Co. has been consolidated with this company.

Capital Stock authorized, $[illegible], issued, $[illegible] par value $[illegible] per share.

Funded Debt.—First mortgage 5 per cent bonds, outstanding $[illegible], dated [illegible]. Sinking fund Apr. 1, [illegible] to the City and Nat.

Calendar Years.	Operating Revenue.	Net Earnings.	Interest.	Dividends.
[illegible]	$[illegible]	$[illegible]	$[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[

Funded Debt, $1,205,000, as follows:

First mortgage 6 p. c. gold bonds, authorized, $2,000,000, issued, $305,000, in escrow (see Note), $300,000, in treasury $1,395,000; dated May 1 1893, due 1923; denom. $1,000; int. payable May and Nov. at office of N. W. Harris & Co., of New York, and of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

Des Moines Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000; dated Oct. 1, 1889, due 1919, but payable after Oct. 1, 1899, at the rate of $25,000 per annum; denom. $1,000; int. payable Apr. and Oct., at Chicago and New York; trustee of mortgage, American Trust & Savings Bank, of Chicago.

Des Moines Suburban Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated Nov. 1, 1890, due Jan. 1, 1921, but payable after Jan. 1, 1906, at the rate of $20,000 per annum; denom. $1,000; int. 6 p. c., payable Jan. and July, at Chemical National Bank, of New York, or at office of the Iowa Loan & Trust Co., of De Moines, trustee of mortgage.

Note.—Of the unissued first mortgage bonds, $300,000 are in escrow to retire at maturity the Des Moines Suburban Ry. Co.'s bonds above described. No bonds are held in escrow to retire the bonds of the Des Moines Street R. R. Co. The remainder may be issued and sold for betterments, extensions and improvements, at a rate not exceeding 80 per cent. of actual cost.

Operation.—Year ending Dec. 31.

	1892.	1893.	1894.	1895.	1896.
Gross receipts....	$235,460	$234,831	$230,021	$241.168	$239,511
Operating exp....	139,352	142,199	139,600	148,811	146,692
Earn'gs from op'n.	96,108	92,632	90,421	92,357	92,819

Plant and Equipment.—Miles of track, 39.5; gauge, 4 ft. 8½ in.; 45 lb. to 62 lb. T and girder rail; 54 motor cars; Sioux City and Lane & Bodley engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. J. S. Polk, Sec. A. G. Maish, Treas. & Gen. Man. Geo. B. Hippee, Ch. Engr. of Power Station J. S. Goodrell, Supt. W. G. Owens.

General Office, 607 Mulberry St.

Date of information, Apr., 1897. a z

DETROIT, MICH.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Detroit is near the southeastern border line of Michigan, on the Detroit River, a short strait connecting Lake Huron and Lake Erie. It is the metropolis of Michigan.

Railroad and Steamship Connections.—The following railroads enter Detroit: Detroit, Grand Haven & Milwaukee Ry., Detroit, Grand Rapids & Western R. R., Flint & Pere Marquette R. R., Lake Shore & Michigan Southern Ry., Michigan Central R. R., Wabash R. R., Canadian Pacific Ry., Cincinnati, Hamilton & Dayton R. R., Grand Trunk Ry., Rapid Ry. The city is also connected with the cities on the Great Lakes by numerous steamship lines.

Manufacturing and Commercial Interests.—A capital of about $45,000,000 is employed in the various manufacturing industries of the city, the principal productions being cast, wrought and rolled iron, steel, machinery, packed and dressed meats, chemicals and paints, railroad cars, tobacco and snuff, lumber, boots and shoes, flour.

Banking Capital.—There are now (1897) 6 national banks, with a combined capital and surplus of $4,628,000; 2 state banks, with capital and surplus of $244,000; 1 trust company, with capital and surplus of $568,000; 13 savings banks, with capital and surplus of $4,701,500; and 3 private banks. The total banking capital is $10,141,500.

	1880.	1890.	Latest.
Population.	116,340	205,876	300,000[a]
Area, in square miles.....	21.54	28.54	28.54
Population per square mile	5,399	7,215	10,512
Assessed Valuation.			
Real estate (75 % actual value).....$	64,556,085	123,391,610	164,961,160[b]
Personal property.....$	19,807,705	38,436,960	44,680,940[b]
Total.....$	84,363,790	161,828,570	209,642,100[b]
" per cap.....$	725	786	.....
***Municipal Debt,** net.....$	2,282,772[c]	2,215,226[c]	5,017,402[b]
" " per cap.....$	20	11	.....
Tax Rate, per $1,000.....$	11.83	15.73	15.59[b]
Manufacturing Interests.			
No. of establishments.....	919[c]	1,744[c]	.....
Capital invested.....$	15,594,479[c]	43,275,940[c]	.....
" " per cap....$	134	210	.....
No. of employes.....	16,110[c]	38,281[c]	.....
Wages per annum.....$	6,306,460[c]	18,911,712[c]	.....
Cost of materials.....$	18,180,995[c]	41,225,534[c]	.....
Value of product.....$	30,181,416[c]	77,039,177[c]	.....
Banking Capital.....$	.....	.....	10,141,500[b]
" " per cap...$	.....	.....	.....

* Including water debt and paving bonds, deducting sinking fund.
[a] Local estimates. [b] 1897. [c] Census.

STREET RAILWAY SYSTEM—Descriptive.

Detroit has an area of 30 square miles, and a water front of 9 miles. The river on which it stands is a connecting link of the Great Lakes water way, and it is said that the tonnage passing annually by the city is greater than that passing any other port on the globe. Detroit is well built and tastefully laid out. There are many public grounds and a notable park—Belle Isle. An unusually large proportion of the population live in homes of their own, and the residential section covers a large area. A street railway system of 221 miles reaches all parts of the city and is controlled as follows:

	Owns.
Detroit Citizens' Street Ry. Co.....	101
Detroit Electric Ry.....	62
Detroit, Rouge River & Dearborn Street Ry. Co.....	2
Detroit Suburban Ry. Co.....	4
Fort Wayne & Belle Isle Ry. Co.....	25
The Rapid Ry. Co.....	16
Wyandotte & Detroit River Ry. Co.....	11
Total.....	221

STREET RAILWAY SYSTEM—Present Companies.

Detroit Citizens' Street Railway Co.—Chartered 1891, for 30 years. This company purchased in 1891 the property and franchises of the Detroit City Ry. Co., the Grand River Street Ry. Co. and the Hamtramck & Grosse Point Ry. Co. The company owns the entire capital stock of the Highland Park Ry. Co. and the Detroit Suburban Ry. Co., and operates these two properties under lease. The company has been in litigation with the city of Detroit for several years on the question of franchises. Recent decisions have been in its favor, and it is understood that the franchises are now considered as being sustained.

Capital Stock, authorized, $2,000,000, issued, $1,250,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. bonds, authorized, $3,000,000, issued, $1,100,000, in escrow (see Note), $1,150,000, in treasury, $750,000; dated Oct. 1, 1891, due 1901; int. payable Apr. and Oct.; trustee of mortgage, Washington Trust Co., of New York.

Detroit City Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Jan. 1, 1890, due 1900; int. payable Jan. and July.

Grand River Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $150,000; dated Jan. 1, 1890, due 1900; int. payable Jan. and July.

Assumed obligations.

Detroit Suburban Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $400,000, issued, $250,000; dated Nov. 1, 1892, due 1902; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Detroit.

Highland Park Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $250,000, issued, $140,000; dated Jan. 1, 1893, due 1908; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Detroit.

Note.—$1,150,000 of the consolidated mortgage bonds are held in escrow to retire the bonds of the Detroit City Ry. Co. and the Grand River Street Ry. Co., above described.

The company has the privilege of retiring the bonds of the Detroit City Ry. Co. and the Grand River Street Ry. Co. on ten days' notice by paying 6 p. c. interest, instead of 5.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.
Gross receipts.....	$1,000,434	$1,055,465	$1,040,545
Operating expenses.....	848,127	716,753	602,806
Earnings from operation.....	152,307	338,712	437,739

Plant and Equipment.—Miles of track (electric), 101; gauge, 4 ft. 8½ in.; 95 lb. to 98 lb. T, tram and girder rail; 575 cars, of which 275 are closed motor cars and 300 open motor cars; Allis engines, Siemens & Halske dynamos, Steel motors, Brill, Jones and Stephenson cars.

Officers.—Pres. Tom L. Johnson, V. Pres. & Treas. J. C. Hutchins, Sec. A. E. Peters, Asst. Sec. J. F. Van Name, Man. A. B. du Pont, Supt. John Grant, Mech. Engr. Thos. Farmer, Jr.

Directors.—Tom L. Johnson, W. L. Johnson, Jas. M. Edwards, J. F. Van Name, Irwin Fullerton, A. B. du Pont, J. C. Hutchins.

General Office, 12 Woodward Ave.

References.—Annual tax report, Vol. IX, Mar., '93, p. 197; franchise, Vol. IX, July, '93, p. 450; franchise decision, Vol. X, Dec., '94, p. 795; description of road, Vol. XI, Sept., '95, p. 559 (ill.); description of illuminated signs (brief), Vol. XII, May, '96, p. 287 (ill.).

Date of information, Apr., 1897. d z y

Detroit Electric Railway.—Chartered in 1896 as the successor, by purchase, to The Detroit Railway.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—$2,800,000, of which $1,800,000 are held in escrow, to retire at maturity a prior lien of that amount.

Franchises.—This company owns municipal franchises which were granted in Dec., 1894, for 30 years.

Operation.—Year ending Dec. 31, 1895.

Gross receipts	$423,066
Operating expenses (including taxes)	286,477
Earnings from operation	136,589
Deductions from earnings.	
Interest	115,000
Net income	21,589

Plant and Equipment.—Miles of track (electric), 62; gauge, 4 ft. 8½ in.; 85 lb. rail; 75 motor cars; 3,000 H. P. engines, 3,000 H. P. dynamos; Allis engines, Stirling boilers, Walker dynamos, Westinghouse motors, St. Louis and Kuhlman cars, Brill trucks.

Officers.—Pres. Amos B. McNairy, Sec. Albert Park, Treas. E. W. Moore.

General Office. 705 to 713 Chamber of Commerce.

References.—Description of road, Vol. XII, Jan. 96, p. 1; Description of track construction, Vol. XIII, Apr. '96, p. 224.

Date of information, Apr., 1897. d r y

Detroit, Bouge River & Dearborn Street Railway Co.—This road is not now in operation. Right of way to Dearborn has been secured and it is the intention of the company to extend its line to that place in the spring.

Capital Stock, authorized $100,000, issued $25,000.

Plant and Equipment.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 motor car; Gen. Elec. dynamos and motors.

Officers.—Pres. E. J. Owen, V. Pres. J. R. McLaughlin, Sec. S. Hendrie, Treas. R. J. McLaughlin.

General Office, Moffat Bldg.

Date of information, Feb., 1897. x

Detroit Suburban Railway Co.—Chartered 1892. This is a consolidation in Nov., 1892, of the Jefferson Avenue Street R. R. Co., the East Detroit & Grosse Point R. R. Co., the Grand Avenue Co., and the Detroit Electric R. R. Co. This road is leased to the Detroit Citizens' Street Ry. Co.

Capital Stock, $50,000.

Funded Debt, $200,000.

Plant and Equipment.—Miles of track (electric), 9.75; gauge, 4 ft. 8½ in.; 70 lb. T rail; 3 motor cars, Detroit dynamos and motors.

Officers.—Pres. Tom L. Johnson, Sec. A. E. Peters, Treas. J. C. Hutchins, Mgr. A. S. de Fluh.

General Office, 12 Woodward Ave.

Date of information, Apr., 1897. z

Fort Wayne & Belle Isle Railway Co.—Chartered May 23, 1892. This company purchased the Fort Wayne & Elmwood Ry. in July, 1892.

Capital Stock, authorized and issued, $200,000; par value, $100 per share.

Funded Debt.—First mortgage bonds, authorized, $200,000; issued, $145,000; dated 1892; int. payable Apr. and Oct.

Operation.—Latest report is for year ending Dec. 31, 1894.

Receipts from passengers	$227,121
" other sources	1,700
" total	228,821
Disbursements	220,850
Earnings from operation	7,971

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 41 lb. and 56 lb. girder grooved rail; 51 cars, of which 35 are motor cars and 16 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. E. H. Butler, V. Pres. S. Schloss, Sec. N. W. Goodwin, Treas. D. Whitney, Jr.

Directors.—E. H. Butler, S. Schloss, D. M. Ferry, David Whitney, Jr., N. W. Goodwin, Chas. E. Kanter and D. E. Heineman.

General Office, 12 Woodward Ave.

Reference.—Description of road, Vol. IX, Oct., '93, p. 208 (ill.).

Date of information, Apr., 1897. z z

The Rapid Railway Co.—Chartered Mar. 1, 1864. This company has a traffic agreement with the Detroit Citizens' Street Ry. Co. by which its cars run over the latter's tracks to the business center of the city, and to the Michigan Central and Union Depot stations.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated Mar. 1, 1895, due 1915; coupon, but may be registered; denom. $1000; int. payable Mar. and Sept. at office of Finance Co. of Pennsylvania, trustee of mortgage.

Operation.—	5½ mos. end'g Dec. 31, 1895.	Year end'g Aug. 31, 1896.
Gross receipts	$30,356	$70,172
Operating expenses	15,586	36,630
Earnings from operation	14,770	33,542
Deductions from earnings.		
Interest charges	6,875	15,000
Net income	7,895	18,542

Plant and Equipment.—Miles of track (electric), 15.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 25 cars, of which 12 are motor cars and 16 trail cars; Walker dynamos and motors, Jackson & Sharp and Barney & Smith cars.

Officers.—Pres. Cornelius J. Reilly, Treas. Chas. M. Swift, Gen. Man. F. W. Brooks.

References.—Description of road (brief), Vol. XI, May, '95, p. 327; description of new cars, Vol. XII, July, '96, p. 432 (ill.).

Date of information, Feb., 1897. y

Wyandotte & Detroit River Railway.

Capital Stock, authorized, $250,000, issued, $200,000.

Funded Debt, $200,000.

Plant and Equipment.—Miles of track (electric), 10.5; of road, 10.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 12 cars, of which 8 are motor cars and 4 trail cars, 2 steam dummies; Phœnix engines, Westinghouse dynamos and motors, Jones and Jackson & Sharp cars.

Officers.—Pres. C. M. Swift, V. Pres. L. S. Trowbridge, Sec. & Treas. R. J. McKinney, Gen. Man. Pass. Agt. & Elecn. S. Hendrie, Supt. & Ch. Engr. John Busby.

General Office, Hammond Bldg., Detroit, Mich.

Date of information, Apr., 1897. d z

NEW CORPORATION.

Detroit & River St. Clair Railroad Co.—This company is not yet in operation. In 1896 a receiver was appointed who has been authorized to issue receiver's certificates to the amount of $500,000, to be spent in the construction and equipment of the company's lines which will run from Mt. Clemens to New Baltimore, Fair Haven and Algonac, a distance of 28 miles, passing through several summer resorts on the lake shore. The first 12 miles between New Baltimore and Mt. Clemens are to be completed by May 1.

Funded Debt, $350,000; 5 p. c. bonds; denom. $500.

Officer.—Receiver J. G. Tucker.

Interested Parties.—Wm. H. Ashwell, Home Bank Bldg. Lester S. French, 12 Whitney Bldg., Detroit, Mich.

Date of information, Mar., 1897.

DIGHTON, MASS.

Population in 1880, 2,021; in 1890, 1,882.

Dighton, Somerset & Swansea Street Railway Co.—Chartered in 1895.

Capital Stock, authorized and issued, $175,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $84,000; due 1915.

Operation.—Part of this road was placed in operation on July 13, 1895, but the entire road was not in operation until Sept. 5, 1895.

	52 days ending Sept. 5, 1895.	Year ending Sept. 30, 1896.
Gross receipts	$2,304	$61,434
Operating expenses	1,229	41,384
Earnings from operation	1,075	20,050
Deductions from earnings.		
Interest		2,605
Taxes		1,373
Net income		10,072
To surplus account	1,075	10,072
Total surplus account		15,747

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$ 5,979
Maintenance of way and buildings	944
" equipment	2,105
Transportation expenses	32,359
Total	$41,384

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	738,529
Car miles run	331,828
Gross receipts per car mile	$.185
Operating expenses per car mile	.125

BALANCE SHEET.—Dated Sept. 30,

	1895.	1896.
ASSETS.		
Cost of road	$112,467	$229,326
" equipment	7,343	60,867
Cash	7,395	2,118
Bills and accounts receivable	17,864	64,819
Land and buildings	4,764	13,634
Miscellaneous assets		2,970
Total	$149,833	$373,734
LIABILITIES.		
Capital stock	$ 60,000	$125,000
Funded debt		94,000
Loans and bills payable	87,158	135,987
Profit and loss (surplus)	2,675	18,747
Total	$149,833	$373,734

PLANT AND EQUIPMENT.—Miles of track (electric), 16.51; owned, 12.51, leased, 4; 1 horse, 28 motor cars, 6 other vehicles; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. B. D. Davol, Sec. O. A. Barker, Treas & Gen. Man. S. M. Thomas.

DIRECTORS.—F. W. Brightman, B. D. Davol, of Fall River, Mass.; S. M. Thomas, O. A. Barker, of Taunton, Mass.; H. B. Leonard, C. A. Davis, of Somerset, Mass.; N. A. Walker, of Walker, Mass.; J. N. Beckley, Geo. Weldon, of Rochester. N. Y.; H. H. Crapo, of New Bedford, Mass.

GENERAL OFFICE, 3 Union Block, Taunton, Mass.

Date of information, Apr., 1897. b z

DOVER, N. H.

Population, in 1880, 11,687, in 1890, 12,790.

Union Electric Railroad.—This company is a reorganization of the Union Street Ry. Co., whose property was sold at auction on Aug. 8, 1896, for $105,000, to Rochester (N. Y.) parties.

CAPITAL STOCK, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $100,000; dated Oct., 1, 1890, due 1910; int. payable Apr. and Oct.; trustee of mortgage, International Trust Co., of Boston.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$37,014	$25,142	$27,913	$29,628
" other sources	1,229	569	988	857
" total	38,243	25,711	28,901	30,485
Operating expenses	24,322	23,092	24,472	29,370
Earnings from operation	13,921	2,619	4,429	1,115
Deductions from earnings.				
Interest on bonds	6,000	3,000		
Taxes				155
Net income	7,921	*381	4,429	960
Dividends paid	4,074			
To surplus account	3,847	*381	4,429	960
Total surplus account	18,897	18,516	22,945	23,905
Per cent op. exp. to total receipts	64	89	85	96

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$13,390	$13,473
Maintenance of way and buildings	2,379	4,529
" " equipment	3,763	3,591
Transportation expenses	4,940	7,777
Total	$24,472	$29,370

BALANCE SHEET.—Dated June 30,

	1893.	1894.	1895.	1896.
ASSETS.				
Construction and equipment	$212,452	$218,766	$219,866	$223,066
Land and buildings	45,686	46,025	46,025	46,025
Cash and cash assets	224	3,725	4,428	960
Material and supplies			690	690
Total	$258,362	$268,516	$271,009	$270,741
LIABILITIES.				
Capital stock	$150,000	$150,000	$150,000	$150,000
Funded debt	100,000	100,000	100,000	100,000
Current liabilities			2,563	3,369
Profit and loss (surplus)	8,362	18,516	18,446	17,372
Total	$258,362	$268,516	$271,009	$270,741

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 17 cars, of which 9 are motor cars and 8 trail cars; Gen. Elec. dynamos, West. motors.

OFFICERS.—Pres. Sumner Wallace (Rochester, N. Y.), Sec. L. P. Snow (Rochester, N. Y.), Treas., Harry Hough (Dover).

Date of information, Feb., 1897. b

DOYLESTOWN, PA.

Population in 1880, 2,070, in 1890, 2,519.

Bucks County Railway Co.—Chartered Aug. 3, 1894. $115 has been expended for organization and construction. Construction work will soon be commenced on the lines between Doylestown and Willow Grove, a distance of 12 miles.

CAPITAL STOCK, authorized, $100,000, paid in, $3,300.

OFFICERS.—Pres. Francis Fenimore (St. David's, Delaware Co., Pa.), Sec. Ormond Rambo, Treas. William Jenks Fell, Cons. Engrs. Edward B. Ives and Axel H. Engstrom.

DIRECTORS.—George S. Gandy, of Philadelphia, Edward B. Ives, Ormond Rambo.

GENERAL OFFICE, South Main St., Doylestown.

Date of information, Apr., 1897. z

DUBLIN, TEX.

Population in 1880, 264, in 1890, 2,052.

Dublin Street Railway Co.—This company has been dissolved, and the rails removed.

Date of information, Apr., 1897. a z

DU BOIS, PA.

Population in 1880, 5,718, in 1890, 6,149, in 1896 (local estimates), 10,000.

Du Bois Traction Passenger Railway Co.—Chartered Apr. 18, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $40,000.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Gross receipts	$11,342	$7,314	$6,698	$6,178
Operating expenses	6,515	6,736	6,285	7,718
Earnings from operation	4,827	578	413	*1,540

*Deficit.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$24,805	Capital stock	$50,000
Cost of equipment	31,000	Funded debt	40,000
Material and supplies	950	Accounts payable	4,800
Additions and betterm'nts	4,500		
Real estate	2,000		
Profit and loss (deficit)	31,545		
Total	$94,800	Total	$94,800

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. girder rail; 4 motor cars; McEwen and Ball engines, West. and Gen. Elec. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. M. D. Wayman, V. Pres. David Reams, Sec. J. D. Bailey, Treas. David Reams.

DIRECTORS.—W. D. Wayman, David Reams, A. C. Bailey, G. E. Grier, J. W. Grier, J. C. Grier, J. D. Bailey, C. J. Jessop.

Date of information, Dec., 1896. b d

DUBUQUE, IA.

Population in 1880, 22,254, in 1890, 30,311, in 1895 (state census), 40,653.

Dubuque Street Railway Co.—Chartered Apr. 25, 1867. Charter renewed Apr. 25, 1892, for 25 years.

CAPITAL STOCK, authorized, $500,000, issued, $375,000.

FUNDED DEBT.—First consolidated mortgage 6 p. c. gold bonds, authorized and issued, $250,000, none yet sold; coupon, but may be registered; dated Jan. 1, 1891, due 1811; denom. $1,000; int. payable Jan. and July, in Chicago and New York; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 25 cars, of which 15 are motor cars and 10 trail cars; Sioux City engines, Gen. Elec. dynamos, Detroit motors, Brill cars.

Please note date of information at end of each report.

Officers.—Pres. & Gen. Man. J. S. Kimmey, Sec. C. H. Mayer, Treas. & Supt. J. F. Kimmey.

Date of information, Apr. 1896. d

Dubuque Light & Traction Co.—This is a consolidation 1896 of the Dubuque Electric Light & Power Co. (inc. 1889) and the Eagle Point & West Dubuque Street Ry. Co. This company was placed in the hands of a receiver Jan. 1, 1896.

Capital Stock, authorized and issued, $[illegible] par value $[illegible] per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $[illegible], issued $[illegible], dated July 1, 1895; due $[illegible] in 1925; int. payable July and Jan. at office of Manhattan Trust Co., of New York, trustee of mortgage. The Electric Power Co. of Dubuque

Plant and Equipment.—Miles of track operated [illegible], gauge 4 ft. 8½ in.; 45 lb. T rail; [illegible] cars, of which [illegible] are motor cars, [illegible] are gravity cars and [illegible] trail cars. Allis engines. Gen. Elec. and West. dynamos and motors. Laclede and Northern cars.

Officers.—Pres. [illegible], Vice-Pres. & Gen. Man. Horace Dutton, Sec. & Treas. C. H. Mayer, Supt. [illegible].

Directors.—[illegible] of Dubuque, Brayton Ives, [illegible] of New York, [illegible] of Boston.

References.—Description of road, Vol. XII, Feb., 1896, p. [illegible]; [illegible] of bonds, Vol. XIII, Mar., 1896, p. 152.

Date of information, Apr. 1896. d

DULUTH, MINN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Duluth is situated in the eastern central part of Minnesota on Lake Superior.

Railroad Connections.—The following railroads enter Duluth: Northern Pacific R. R., Duluth & Iron Range R. R., Duluth, Missabe & Northern R. R., Duluth, Virginia & Rainy Lake R. R., Great Northern Ry. Co. Duluth is also the terminus of numerous steamboat lines on the Great Lakes.

Banking Capital.—There are now [illegible] national banks in Duluth, with capital, surplus and undivided profits of $[illegible]; [illegible] state banks with capital, surplus and undivided profits of $[illegible]; and [illegible] private banks, with capital and surplus of $[illegible]. The total banking capital is $[illegible].

	1880.	1890.	Latest.
Population	3,483	33,115	60,000,
Area, square miles		14	52
Population per square mile		2,366	1,034
Assessed Valuation.		17,325,553	
Real estate	$		26,037,311;
Personal property	$	4,321,700	4,432,744;
Total	$	22,779,653	30,470,155;
" per cap.	$	632	718.
***Municipal Debt**, net	$	721,500	1,942,250
" " per cap.	$	24	
Tax Rate, per $1,000	$	25.00	31.40;
Manufacturing Interests.			
No. of establishments		255.	91,
Capital invested	$	5,411,614.	
" " per cap.	$	163	
No. of employes		4,445.	6,719,
Cost of materials	$	5,445,568.	
Value of product	$	8,992,718.	12,453,000.
Banking Capital	$	2,464,000	3,546,162.
" " per cap.	$	75	

* Deducting water debt and sinking fund. ₁Local estimates. ₂1895. ₃Census. ₄1896. ₅1897.

STREET RAILWAY SYSTEM Present Companies.

Duluth Street Railway Co.—Chartered Oct. 25, 1881, in perpetuity; franchise granted Nov. 17, 1881; road opened Nov. 1, 1882. This company operates the property of the Motor Line Improvement Co. and the Lakeside Ry. Co.

Capital Stock, authorized and issued, $2,000,000.

Funded Debt. First consolidated mortgage bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Jan. 1, 1890, due 1930; denom. $1,000; int. 6 p. c. on $100,000 and 5 p. c. on $900,000, payable Jan. and July.

Consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued $1,000,000, in escrow (see Note), $1,000,000; coupon, but may be registered; dated July 1, 1894, due 1924; denom. $1,000; int. payable Jan. and July, at office of Manhattan Trust Co., of New York, trustee of mortgage.

Note. $1,000,000 of the consolidated mortgage bonds (of 1924) are held in escrow to retire the first consolidated mortgage bonds at maturity. $1,000,000 are now outstanding. The remaining $500,000 are held in trust, and may be issued for betterments and extensions only when the net earnings for the preceding twelve months have been equal to the interest upon both the outstanding bonds and the bonds proposed to be issued.

Operations.—Year ending June 30:

	1894.	1895.	1896.
Gross earnings	$[illegible]	$[illegible]	$[illegible]
Op. exp. including taxes and all other fixed charges except interest	[illegible]	[illegible]	[illegible]
Earnings from operation	$[illegible]	$[illegible]	$130,865

Plant and Equipment.—Miles of track and [illegible] operated [illegible] operated by electricity, [illegible] by value. [illegible] gauge, 4 ft. 8½ in., [illegible] 56 lb. and 60 lb. grooved T rail; [illegible] cars, of which [illegible] are motor cars, [illegible] are gravity cars and [illegible] trail cars. Allis engines. Gen. Elec. and West. dynamos and motors. Laclede and Northern cars.

Officers.—Pres. L. Mendenhall, V. Pres. G. G. Hartley, Sec. & Treas. T. W. Hoopes, Gen. Man. Supt. & Pur. Agt. Herbert Warren, Asst. Treas. & Cashier Co. Engr. M. Noble Eaton, L. E. Fairchild, T. Armstrong.

References.—Description of road, Vol. VII, Feb., 1894, p. 64 (Ill.); [illegible] of bonds, Vol. XIII, Mar., 1896, p. 152.

General Office, 303 and 305 First National Bank Bldg.

Date of information, Feb. 1896. d y

Lakeside Railway Co.—This company is operated by the Duluth Street Ry. Co.

Capital Stock, authorized and issued, $100,000.

Plant and Equipment.—Miles of track [illegible], gauge, 4 ft. 8½ in., 45 lb. T rail, 4 motor cars.

Officers.—Pres. D. G. Cash, V. Pres. Gen. F. Chester, Sec. Treas. & Man. W. C. Sargent.

Date of information, Apr., 1896.

Minnesota Point Street Railway—Chartered June, 1887, for 50 years. Annual meeting first Tuesday in May.

Capital Stock, authorized, $100,000, issued, $14,000.

Funded Debt.—None.

Operation.—The last report received is for the year ending Apr. 30, 1896.

Gross earnings	$4,295
Operating expenses and taxes	3,150
Earnings from operation	1,145
Deductions from earnings	1,625

Plant and Equipment.—Miles of track (horse), 3.50; gauge, 3 ft. 6 in.; 25 lb. T rail; 12 to 15 horses, 6 horse cars.

Officers.—Pres. and Gen. Man. G. A. Leland, V. Pres. O. C. Hartman, Sec. F. W. Sullivan, Treas. A. W. Hartman.

General Office, Duluth, Minn.

Date of information, Dec., 1896. d

Motor Line Improvement Co.—Chartered Feb. 6, 1890, for 20 years; road opened May 1, 1891. Annual meeting first Monday in Jan. This company is operated by the Duluth Street Ry. Co.

Capital Stock, authorized, $300,000, issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 7 p. c. coupon bonds, $200,000; dated, 1891; denom. $1,000; int. payable Jan. and July, at National Bank of the Republic, of New York. The bonds are secured by trust deed on 4,000 acres of land and upon the railroad; trustee, A. R. Macfarlane.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors. Laclede cars.

Officers.—Pres. G. G. Hartley, V. Pres. J. D. Stryker, Sec. T. W. Hoopes, Treas. A. R. Macfarlane, Gen. Mans. Mendenhall and Hoopes.

Directors.—G. G. Hartley, J. D. Stryker, A. R. Macfarlane, H. W. Coffin, Joseph Sellwood, R. M. Hunter, I. D. Eusi, Jr., A. A. Mendelhall, J. M. Billson, J. B. Howard, of Duluth, Minn.; J. A. Willard, of Mankato, Minn.

General Office, 12 3d Ave. West.

Date of information, Dec., 1896. d

DU QUOIN, ILL.

Population in 1880, 2,807, in 1890, 4,052.

Du Quoin Street Railway Co.

CAPITAL STOCK, $5,375; par value, $25 per share.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 57 lb. T rail; 3 horses, 3 horse cars.

OFFICERS.—Pres. & Gen. Man. P. D. Mifflin, V. Pres. C. Horn Sec. & Pur. Agt. C. B. White, Treas. P. N. Pope.

Date of information, Apr., 1896.

Please note date of information at end of each report.

DURANGO, COL.

Population in 1890, 2,726, in 1894 (local estimates), 6,000, in 1897 (local estimates), 7,000.

Durango Railway & Realty Co.

CAPITAL STOCK, authorized, $250,000, issued, $155,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Ide engines, West. dynamos and motors, Woeber cars.

OFFICERS.—Pres. J. A. Porter, V. Pres. J. B. Harper, Sec. W. S. Pickerill, Treas. H. Schiffer, Gen. Man. Supt. & Pur. Agt. H. J. Arnold, Elecn. J. J. McClain.

Date of information, Apr., 1897. a z

EAST LIVERPOOL, O.

Population in 1880, 5,568, in 1890, 10,947, in 1893 (local estimates) 13,724. Present population of Wellsville (local estimates), 6,000.

East Liverpool & Wellsville Street Railroad Co.—Chartered Jan., 1892. This property was sold at sheriff's sale on May 5, 1897. It was bought in by the trustee of mortgage.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 6 p.c. gold coupon bonds, authorized and issued, $250,000; dated Apr. 1, 1892, due 1912; int. payable Apr. and Oct., at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 56 lb. T and 81 lb. girder rail; 20 motor cars; West. motors, Jones cars.

OFFICERS.—Pres. & Gen. Man. A. L. Johnson, Sec. & Treas. H. J. Davies, Supt. R. L. Andrews.

DIRECTORS.—A. L. Johnson, H. J. Davies, J. E. Blandin, L. A. Russh, C. E. Grover.

GENERAL OFFICE, Cleveland, O.

Date of information, May, 1897. a y

EASTON, PA.

Population in 1880, 11,924, in 1890, 14,481.

Easton Transit Co.—Chartered June 30, 1892. Annual meeting second Tuesday in Jan. This is a consolidation, on June 30, 1892, of the Easton, South Easton & West End Passenger R. R. Co. (inc. June 1, 1866) and the Centre Square & Delaware Bridge R. R. Co. (inc. May 5, 1871). On Mar. 15, 1893, the company leased the Pennsylvania Motor Co. The company also leases the Easton & Bethlehem Transit Co., and controls the operations of the Phillipsburg (N. J.) Horse Car Co., connecting with it at the Delaware Bridge.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; dated 1892, due 1922, but subject to call at 103 and int. in 1407; denom. $200 and $500; coupon, but may be registered; int. payable Apr. and Oct., at office of Easton Trust Co., trustee of mortgage.

Debenture bonds, authorized, $150,000, issued, $16,000; int. payable Apr. and Oct.; trustee of mortgage, Easton Trust Co.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Gross receipts	$79,950	$94,413	$117,626	$126,259
Operating expenses	48,195	64,907	77,539	80,669
Earnings from operation	31,755	29,506	40,087	45,590
Deductions from earnings.				
Interest	11,106	15,739	20,454	21,185
Taxes		1,943	2.973	3 299
Rentals	3,900	3,900	7,200	8,681
Net income	16,749	7,923	9,460	12,424
Dividends paid		7,500	9,000	9,000
To surplus account	16,749	423	460	3,424
Total surplus account	13,002	22,584		

Dividends in 1894, 2½ p. c.; in 1895, 3 p. c.; in 1896, 3 p. c.

BALANCE SHEET.—Dated	June 30, 1894.	Dec. 31. 1895.	Dec. 31, 1896.
ASSETS.			
Cost of road	$501,389	$691,257	$584,399
" equipment	70,213		84,037
Real estate	23,636		33,588
Stocks and bonds of other comp'nies		12,285	6,285
Cash	10,147	4,368	4,427
Bills receivable	48,317	9,173	
Other assets	10,086		6,772
Total	$663,788	$717,084	$719,508
LIABILITIES.			
Capital stock	$300,000	$300,000	$300,000
Funded debt	300,000	300,000	316,000
Loans	48,000	80,000	77,000
Bills payable		12,540	10,540
Profit and loss (surplus)	15,788	24,544	15,968
Total	$663,788	$717,084	$719,508

PLANT AND EQUIPMENT—Miles of track (electric), 26; gauge, 5 ft. 2½ in.; 36 lb., 48 lb., 56 lb. and 68 lb. girder rail; 56 cars, of which 50 are motor cars and 6 trail cars; West. dynamos and motors, Brill, Lamokin and own cars; power rented.

OFFICERS.—Pres. H. Rinek, V. Pres. J. S. Rodenbough, Sec. & Treas. A. D. Chidsey, Gen. Man. & Pur. Agt. F. H. Knight.

DIRECTORS.—Howard Rinek, J. S. Rodenbough, F. H. Knight, J. V. Bull, A. D. Chidsey, of Easton, Pa.; W. A. Wilbur, J. D. Broadhead, of South Bethlehem, Pa.

GENERAL OFFICE, 16 and Washington Sts.

REFERENCE.—Description of road, Vol. X, Aug., '94, p. 492 (ill.).

Date of information, Apr., 1897. b d z

Pennsylvania Motor Co.—Leased Mar. 15, 1893, to Easton Transit Co. for 99 years, at an annual rental of $3,600.

CAPITAL STOCK, authorized and issued, $120,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Apr. 1, 1887, due 1947; denom. $100 and $500; int. payable Apr. and Oct., at company's office; trustee of mortgage, Lackawanna Trust & Safe Deposit Co., of Scranton.

PLANT AND EQUIPMENT—Miles of track (electric), 2.38; gauge, 5 ft. 2½ in.; 36 lb. and 56 lb. flat and T rail; 8. motor cars; West. dynamos and motors.

Date of information, Apr., 1897. z

EAST WAREHAM, MASS.

Population in 1880, 2,896, in 1890, 3,451.

East Wareham, Onset Bay & Point Independence Street Railway Co.—Chartered Feb. 15, 1888.

CAPITAL STOCK, authorized, $25,000, issued, $22,400; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$7,374	$6,804	$6,678	$6,798	$6,248
Operating expenses	5,577	5,530	5,161	7,641	4,958
Earnings from operation	1,797	1,274	1,517	* 843	1,290
Deductions from earnings	151	176	820	495	228
Net income	1,646	1,098	697	*1,338	1,062
Dividends paid	820	1,030	642	642	
To surplus account	826	68	55	*1,980	*527
Total surplus account	2,903	2,970	3,025	1,045	518
Per cent dividends paid	4	5	3	3	

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 618	$ 696
Maintneance of way and buildings	369	388
" " equipment	429	297
Transportation expenses	6,224	3,577
Total	$7,641	$4,958

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	50,171	47,906
Car miles run	12,124	12,160
Gross receipts per car mile	$.562	$.508
Operating expenses per car mile	.629	.410

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$14,357	$14,357	$14,357
" equipment	6,037	5,837	5,750
Other permanent investments	2,065	2,065	1,147
Cash and current assets	1,966	1,685	994
Total	$24,425	$23,945	$22,248
LIABILITIES.			
Capital stock	$21,400	$21,400	$21,400
Loans and bills payable		1,500	331
Profit and loss (surplus)	3,025	1,045	517
Total	$24,425	$23,945	$22.248

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (horse), 3.02; gauge, 4 ft. 8½ in.; 25 lb. and 35 lb. T rail; 14 horses, 13 horse cars.

Officers.—Pres. Jos. K. Nye, Treas. A. W. Kelley.

Directors.—Wm. F. Nye, Jos. K. Nye, Benj. F. Gibbs A. W. Kelley, F. L. Benson.

General Office, New Bedford, Mass.

Date of information, Apr., 1897. a b z

EAU CLAIRE, WIS.

Population in 1880, 10,119, in 1890, 17,415.

The Chippewa Electric Railway Co.—This is the successor to the Eau Claire Street Ry., Light & Power Co., whose property was taken out of the hands of the receiver in Mar., 1897, and transferred to H. S. Bates, of Boston, as trustee. The company will rebuild the present lines and extend them in Eau Claire and to Chippewa Falls.

Capital Stock, $100,000.

Plant and Equipment.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 35 lb. to 45 lb. center and side bearing rail; 13 motor cars; Gen. Elec. and Detroit dynamos and motors.

Officers.—Pres. H. S. Bates, of Boston; Treas. A. E. Applegard, of Boston.

General Office, 313 Gibson St., Eau Claire, Wis.

Date of information, Apr., 1897. a z

EDINBOROUGH, PA.

Population in 1880, 376, in 1890, 1,107.

Cambridge & Edinborough Street Railway Co.—This road is not yet in operation.

Capital Stock, authorized and issued, $150,000.

Funded Debt, authorized, $150,000.

Contemplated Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars.

Officers.—Pres. Geo. D. Trawin, V. Pres. Chas. Fahr, Sec. F. R. Shryock, Treas. H. C. Lushken, Ch. Engr. A. L. Johnston.

Date of information, Mar., 1896.

ELGIN, ILL.

Population in 1880, 5,787, in 1890, 17,823.

Elgin City Railway Co.

Capital Stock, authorized and issued, $250,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $186,000; dated 1892, due 1907; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 24 cars, of which 15 are motor cars and 9 trail cars; Ball engines, Gen. Elec. dynamos and motors, Minneapolis and Pullman cars.

Officers.—Pres. Wm. Grote, V. Pres. & Gen. Man. J. B. Lane, Sec. & Treas. A. B. Church, Ch. Man. of Power and Light Station C. Wuestenfeld.

Date of information, Apr., 1897. d z

Carpentersville, Elgin & Aurora Railway Co.—This company is under the same management as the Elgin City Ry. (which also see). The road connects Carpentersville, Elgin, Dundee, Clintonville, St. Charles and Geneva.

Plant and Equipment.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Same as Elgin City Ry. Co.

Date of information, Apr., 1897. d z

ELIZABETH, N. J.

Population in 1880, 28,229, in 1890, 37,764.

Elizabeth Street Railway Co.—Chartered July 13 1887, for 999 years. Annual meeting third Wednesday in May.

Capital Stock, $50,000; par value, $100 per share.

Funded Debt.—None.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$30,581	$30,141	$27,099	$20,781	$16,300
Op. exp. and fixed char's	23,504	23,558	23,789	21,123	19,522
Earnings from operation	7,077	6,582	3,311	*342	*3,222

*Deficit.

Plant and Equipment.—Miles of track (horse), 3.5; gauge, 5 ft. 2 in.; 38 lb. and 52 lb. Johnson girder rail; 42 horses, 13 horse cars.

Officers.—Pres. F. L. Heidritter, V. Pres. A. Heidritter, Sec. & Treas. E. C. Woodruff, Supt. J. C. Husbands.

Directors.—F. L. Heidritter, A. Heidritter, John Kean, Louis Miller, E. C. Woodruff.

General Office, foot of East Jersey St.

Date of information Feb., 1897. b y

ELMIRA, N. Y.

Population in 1880, 20,541, in 1890, 30,893.

Elmira & Horseheads Railway Co.—Chartered Dec. 30, 1870. Annual meeting second Tuesday in Nov. This company leases the properties of the West Water Street Ry. Co., and the Maple Avenue Ry. Co. This property is owned and operated by the Elmira Municipal Improvement Co., which also owns the water, gas and electric lighting properties of Elmira, together with the Interstate Fair Grounds, all of which properties are covered by a general mortgage to secure the issue of $1,500,000 of bonds. The Improvement Co. defaulted on its coupons in Oct., 1893, but resumed payment in Apr., 1895. Subsequent coupons have been funded.

Capital Stock.—Common stock, authorized and issued, $400,000, in treasury of the E. M. Imp. Co.; par value, $100 per share.

Funded Debt, authorized (in 1890), $400,000. These bonds are now in treasury of Elmira Municipal Improvement Co. as part of the security for the latter's bond issue, and do not appear in balance sheet.

Operation.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$74,544	$72,167	$70,567	$68,568
" other sources	993	1,481	1,456	5,058
" total	75,537	73,648	72,023	73,626
Operating expenses	58,096	64,401	75,162	84,943
Earnings from operation	17,441	9,247	†3,139	†11,317
Deductions from earnings.				
Taxes	3,600	2,449	2,415	2,505
Net income	13,841	6,798	†5,554	†13,822
Total surplus account	9,969	11,438	†73,765	†101,538

†Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$14,332	$ 8,756
Transportation expenses	38,518	36,848
Maintenance of way and buildings	12,369	*30,983
" " equipment	9,943	8,356
Total	$75,163	$84,943

* A large part of this amount has been used in rebuilding the road.

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	1,368,693
Car miles run	505,890
Total receipts per car mile	$.145
Operating expenses per car mile	.168

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$449,415	$427,219	$424,661
" equipment	69,811	36,471	42,685
Cash	3,137	7,332	332
Bills receivable	295	680	
Open accounts	8,886	8,971	1,375
Supplies	4,442	7,743	3,873
Profit and loss (deficit)	11,438	73,765	101,538
Total	$547,425	$562,182	$574,464
LIABILITIES.			
Capital stock	$400,000	$400,000	$400,000
Bills payable	27,377	32,377	142,087
Open accounts	120,048	129,805	
Sundries			32,377
Total	$547,425	$562,182	$574,464

Plant and Equipment.—Miles of track (electric), 14.89; gauge, 4 ft. 8½ in.; 35 lb. to 90 lb. T and girder rail; 8 horses; 48 cars, of which 12 are horse cars, 17 motor cars and 19 trail cars; 2 dummy engines; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

Officers.—Pres. Geo. W. Young, Sec. & Treas. John M. Diven, Gen. Man. J. B. Cahoon, Elecn. F. G. Maloney.

Directors.—H. D. Benner, Walter G. Oakman, Henry E. Duncan, Geo. W. Young, Thomas E. Stillman, Joseph Larocque.

General Office, Elmira, N. Y.

Date of information, Apr., 1897. b d z

The West Side Street Railroad Co.—Chartered, and municipal franchise granted Jan. 30, 1896, for 99 years. Annual meeting first Monday in June. This company is a consolidation (in 1896) of the West Side R. R. Co. and the East Side R. R. Co.

CAPITAL STOCK, authorized, $300,000, issued, $105,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $300,000; dated Oct. 1, 1894, due 1904; denom. $1,000; int. payable Oct. and Apr.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Receipts from passengers	$38,940	$53,721	$63,993
" other sources	224	386	51
" total	39,164	54,107	64,044
Operating expenses	28,262	38,569	42,691
Earnings from operation	10,902	15,538	21,353
Deductions from earnings.			
Int. on funded debt, due and accrued.		11,250	15,000
Taxes	200	1,007	1,914
Rentals		337	
Net income	10,702	2,944	4,439
Total surplus			13,643

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 5,187	$ 4,502
Transportation expenses	25,929	29,770
Maintenance of way and buildings	3,696	3,229
" " equipment	3,758	5,190
Total	$38,569	$42,691

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried	1,105,014	1,296,812
Car miles run	375,914	426,928
Total receipts per car mile	$.144	$.150
Operating expenses per car mile	.100	.100

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$314,456	$295,345	$301,465
" equipment	55,443	107,109	107,087
Cash	6,045	10,019	10,411
Open accounts		3,192	5,929
Material and supplies		5,912	1,969
Other assets	4,286	10	
Total	$380,229	$421,586	$426,860
LIABILITIES.			
Capital stock	$100,000	$100,000	$105,000
Funded debt		300,000	300,000
Int. on funded debt, due and accrued		3,750	3,750
Accounts payable		1,196	916
Sundries		2,994	3,551
Open accounts	269,527		
Profit and loss (surplus)	10,702	13,646	13,643
Total	$380,229	$421,586	$426,860

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 56 lb. T rail, 75 lb. and 90 lb. girder rail; 27 cars, of which 26 are motor cars and 1 trail car; Bates-Corliss engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars, Brill and Gilbert trucks.

OFFICERS.—Pres. C. M. Tompkins, Sec. P. V. Bryan, Treas. H. H. Hallock, Gen. Man. & Pur. Agt. W. W. Cole.

DIRECTORS.—C. M. Tompkins, H. H. Hallock, A. E. Ackley, M. H. Arnot, P. V. Bryan, Ray Tompkins, D. T. Pratt, Boyd McDowell of Elmira; Fred. Hallock, of Binghamton.

GENERAL OFFICE, 123 Baldwin St.

REFERENCE.—Description of road, Vol. IX Mar. '93, p. 155 (ill.).

Date of information, Apr., 1897. a b z

EL PASO, TEX.

Population in 1880 736, in 1890, 10,338.

El Paso & Juarez Avenue Street Railway Co.—This road is a consolidation (Feb. 1, 1892,) of the Santa Fe Street & Juarez Avenue Ry. Co. and the El Paso and Paso del Norte Street Ry. & Bridge Co., and is partly in Texas and partly in Mexico.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 50 horses, 10 horse cars; Brownell cars.

OFFICERS.—Pres. Z. T. White, Sec. Supt. & Pur. Agt. A. Larmour.

GENERAL OFFICE, 411 Santa Fe St.

Date of information, Apr., 1897. a z

San Antonio & Magoffin Street Railway Co.

PLANT AND EQUIPMENT.—Miles of track, (horse,) 4; gauge, 4 ft. 8½ in.; 30 lb. T. rail; 9 horses, 3 horse cars; Stephenson cars.

OFFICERS.—Pres. J. Magoffin Sec., Supt. & Pur. Agt. H. R. Wood.

Date of information, Apr., 1897. a z

ELWOOD, IND.

Population in 1880, 751, in 1890, 2,284, in 1896, 11,786.

Elwood Electric Street Railway Co.

CAPITAL STOCK, authorized, $100,000 issued, $46,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 5 motor cars; Russell and Ide engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

OFFICERS.—Pres. J. H. DeHority, V. Pres. C. I. Taylor, Sec Treas. & Gen. Man. S. B. Harting.

Date of information, Apr., 1897. d z

EMPORIA, KAN.

Population in 1880, 4,631, in 1890, 7,550.

Emporia City Railway Co.—This company has been dissolved.

Date of information, Apr., 1897. z

ENFIELD, CONN.

Population in 1880, 6,755, in 1890, 7,199.

Enfield & Longmeadow Electric Railway Co.—Chartered in 1893 in perpetuity; municipal franchise granted in 1896. Annual meeting in Oct. Operation begun Nov. 17, 1896.

CAPITAL STOCK, $125,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $100,000, in treasury, $50,000; dated Nov. 1896; due 1916; denom. $500 and $1,000; int. payable May and Nov., at office of New Haven Trust Co., of New Haven, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; 300 H. P. station plant; Ideal engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. Chas. E. Graham, Sec. & Treas. Lyman A. Upson, Supt. & Elecn. Guy L. Fairbrother, Ch. Engr. Geo. P. Thomas.

DIRECTORS.—S. Harrison Wagner, C. H. Briscoe, G. T. Matthewson, J. B. Houston, Lyman A. Upson, I. A. Kelsey, Chas. E. Graham.

Date of information, Apr., 1897. a z

ERIE, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Erie is located on Lake Erie, in the extreme northwestern part of Pennsylvania. It is the capital of Erie County, and the only lake port in the state.

Suburbs.—The township of West Mill Creek is connected with Erie by street railway lines.

Railroad and Steamboat Connections.—The Lake Shore & Michigan Southern R. R., New York, Chicago & St. Louis R. R., Pennsylvania R. R., and Pittsburgh, Bessemer & Lake Erie R. R. enter the city. Various steamship lines operate to lake ports.

Manufacturing and Commercial Interests.—A capital of about $12,800,000 is employed in the various manufacturing industries of the city, the principal productions being refined oil, leather, pianos, lumber, flour, malt liquors, railroad cars, engines and boilers, and numerous other manufactured articles in iron, steel, brass and wood. All the industries of the city are highly developed, and an immense lake traffic is carried on in flour, iron, coal, oil and the various manufactured products. The death rate of Erie is as low as that of any city in the United States.

Banking Capital.—There are now (1897) 4 national banks with a combined capital and surplus of $1,365,000, and 1 private bank. The total banking capital is $1,365,000.

	1880.	1890.	Latest.
Population	27,737[c]	40,634[c]	55,000[a]
Area, in square miles			7
Population per square mile			7,857
Assessed Valuation.			
Total $	11,518,904	14,214,195	17,602,361[b]
" per cap. $	415	350	
*Municipal Debt, net $	1,175,400	1,027,400	841,500[b]
" " per cap. $	42	25	
Tax Rate, per $1,000 $	23.00	26.50	14.25[b]
Manufacturing Interests.			
Capital invested $		10,452,700	12,500,000[b]
" " per cap. $		257,000	
No. of employes			7,000[b]
Wages per annum $			4,000,000[b]
Value of product $		16,848,800	15,000,000[b]
Banking Capital $			1,365,000[d]
" " per cap. $			

*Including water debt, deducting sinking fund. [a] Local estimates. Jan. 1, 1896. [b] 1896. [c] Census. [d] 1897.

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Descriptive.

Erie has an excellent harbor, is the only Lake port of the State, and is an important transfer point for rail and water freights. The city is quite regularly laid out, and covers a large area. There are no tenement blocks, and the wage earners live in small rented houses or in homes of their own. One company operates all the street railway lines in the city, consisting of 25 miles of track, all operated by electricity. One line begins at the lake front and occupies State Street, the principal business thoroughfare, with branch routes serving the residential and manufacturing districts. Another line extends to "The Head," a noted pleasure resort several miles from the city.

STREET RAILWAY SYSTEM—Present Companies.

Erie Electric Motor Co.—Chartered Oct. 8, 1888, in perpetuity. Annual meeting third Tuesday in Jan. In the year 1888 this company secured a controlling interest in the Erie City Passenger Ry. Co., and leased its lines, franchises, etc., for a period of 999 years, at a rental of 6 p. c. on its capital stock.

Capital Stock, authorized and issued, $700,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1889, due 1919; denom. $1,000; int. payable in gold Jan. and July, at office of Central Trust Co. of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Jan. 1, 1892, due 1919; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Franchises.—The company operates under perpetual franchises.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass...	$136,207	$155,375	$139,796	$144,015	$158,639
" other sources.	285	311	40	544	503
" total.....	136,493	155,686	139,836	144,559	159,142
Operating expenses.	95,781	113,305	131,641	112,411	126,254
Earnings from op'n.	40,712	42,381	8,195	32,148	32,888
Total surplus acct..	40,379	53,714	*19,122	*17,358	13,637
Per cent. op. exp. to total receipts.....	70	72.4	93.5	77.1	79.3

*Deficit.

Balance Sheet.—Dated June 30, 1894. 1895. 1896.

ASSETS.

Cost of road.....	$ 479,891	$ 479,413	$ 480,220
" equipment.....	299,378	302,640	301,969
Real estate.....	73,694	73,694	73,694
Other assets.....	1,287	1,478	1,781
Stock investments.....	300,000	300,000	300,000
Cash.....			2,093
Profit and loss (deficit).....	19,122	17,358	13,637
Total.....	$1,173,372	$1,174,583	$1,173,394

LIABILITIES.

Capital stock.....	$700,000	$ 700,000	$ 700,000
Funded debt.....	350,000	350,000	350 000
Bills payable and loans.....	121,985	124,442	123,394
Other liabilities.....	1,387	141	
Total.....	$173,372	$1,174,583	$1,173,394

Plant and Equipment.—Miles of main line, 20, of second track, 2, of sidings, 3, total track (electric), 25; miles of 52 lb. girder rail construction, 21, of T rail 4, of paved streets, 7; gauge, 4 ft. 8½ in.; 4 horses, 179 cars, of which 87 are horse cars, 77 are motor cars, 10 are trail cars and 5 other cars; 32 cars operated on winter schedule, 40 on summer; 1,000 H. P. station plant; Gen. Elec. dynamos and motors; approximate value real estate and buildings, $200,000.

Officers.—Pres. J. S. Casement, of Painesville, O.; V. Pres. J. C. Brady, Sec. & Treas. J. L. Sternberg, Supt. H. F. Wilbur.

Directors.—J. S. Casement, of Painesville, O; S. T. Everett, of Cleveland; John C. Brady, Wm, W. Reed, J. L. Sternberg, of Erie, Pa.

General Office, 202 State St.

Reference.—Description of road, Vol. IX, Nov. '93, p. 744 (ill.).

Date of information, Sept., 1896. b

Erie City Passenger Railway Co.—Chartered Mar. 1, 1867. Annual meeting first Monday in May. This road is leased to and operated by the Erie Electric Motor Co. (which see).

Capital Stock, $100,000; par value, $50 per share; all in the treasury of the Erie Electric Motor Co., which guarantees a dividend of 6 p. c. on the outstanding stock.

Funded Debt.—First mortgage 6 p. c. bonds, outstanding, $25,000; due Oct. 1, 1913; int. payable Apr. and Oct.

Officers.—Pres. Wm. W. Reed, Sec. J. L. Sternberg, Treas. Wm. Spencer.

Directors.—C. F. Allis, Louis Strueber, Max Conrad, S. A. Davenport, Geo. P. Griffith, E. W. Reed.

Date of information, Sept., 1896. b

ESCANABA, MICH.

Population in 1880, 3,860; in 1890, 6,808; in 1896 (local estimates), about 9,000.

Escanaba Electric Street Railway Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—None.

OPERATION.—For the year ending Dec. 31, 1894, the company earned $5,283, gross.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 4 motor cars; McEwen engines, West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. J. K. Stark, V. Pres. James Lillie, Sec. Treas. & Man. J. B. Moran.

Date of information, Apr., 1897. z

EUREKA, CAL.

Population in 1880, 2,639, in 1890, 4,858.

Eureka Street Railroad Co.—Chartered Oct. 14, 1887.

CAPITAL STOCK, $60,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in., 14 lb. and 36 lb. T and flat rail; 20 horses, 6 horse cars; Holt and N. B. & M. Ry. cars.

OFFICERS.—Pres. & Gen. Man. R. M. Fernald, Supt. J. A. Clark.

Date of information, June, 1894.

EUREKA SPRINGS, ARK.

Population in 1880, 3,984, in 1890, 3,706.

Eureka Springs Electric Light & Street Railway Co.—Chartered May 1, 1891, for 99 years.

CAPITAL STOCK, authorized, $30,000, issued, $15,375.

FUNDED DEBT.—6 p. c. bonds, $12,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 3 motor cars; Walker dynamos and motors.

OFFICERS.—Pres. Sec. & Gen. Man. J. D. Jordan, V. Pres. C. F. Ellis, Treas. T. N. Cloflin, Supt. W. J. Wallace.

Date of information, Apr., 1897. z

EVANSVILLE, IND.

Population in 1880, 29,280, in 1890, 50,656.

Evansville Street Railway Co.—Chartered May, 1866, as a reorganization of the Evansville R. R. Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $850,000; dated Jan. 1. 1892, due 1922; int. payable Jan. and July, at Chemical National Bank, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 60 lb. T rail; 75 cars, of which 50 are motor cars and 25 trail cars; West. engines, West. dynamos and motors, Brownell and St. Louis cars.

OFFICERS.—Pres. J. J. Shipherd, V. Pres. Sec. & Gen. Man. H. D. Moran, Treas, S. Krutz, Elecn. W. L. Stockton, Ch. Engr. of Power Station W. Firch.

GENERAL OFFICE, 102 Main St.

REFERENCES.—Description of road, Vol. IX, June, '93, p. 355 (ill.); wheel practice (brief), Vol. XII, Sept., '96, p. 527.

Date of information, Oct., 1895.

EVERETT, WASH.

Everett Railway & Electric Co.—Chartered Jan. 19, 1893.

CAPITAL STOCK, authorized, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 5 motor cars; 475 H. P. engines, 450 H. P. dynamos, 500 H. P. boilers, 1-150 H. P. generators, 2-1,200 light alternating current incandescent dynamos, 3-50 light arc dynamos; Ball engines, West. and Standard dynamos, West. motors, American cars.

OFFICERS.—Pres. Gardner Colby, V. Pres. & Treas. J. B. Crooker. Sec. C. N. Pinckney, Gen. Man. W. D. Ray.

GENERAL MANAGER'S OFFICE, Everett, Wash. President's and Secretary's Office, No. 1 Broadway, New York.

REFERENCE.—Description of road, Vol. X, Feb., '94, p. 98 (ill.).

Date of information, Apr., 1897. d z

FAIRHAVEN, WASH.

Population in 1890, 4,076, 1894, 5,076.

Fairhaven & New Whatcom Railway Co.—Chartered Mar. 12, 1891, for 50 years. The Fairhaven & Lake Whatcom Ry. Co. has been consolidated with this company. The company leases the property of the Bellingham Bay Electric Ry. Co. In Mar., 1897, the property and franchises were sold at public auction to satisfy the claims of the Atlantic Trust Co., of New York.

Please note date of information at end of each report.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $300,000, issued, $287,000; dated Feb. 1, 1892, due 1912, but subject to call after Feb. 1, 1897; int. payable Feb. and Aug.; trustee of mortgage, Atlantic Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 16 motor cars; Ide engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Receivers E. J. Hill and N. Tucker, Pres. H. Eldridge, V. Pres. Gen. Man. & Supt. E. Cosgrove, Sec. Glen C. Hyatt, Treas. C. C. Fisher.

REFERENCE.—Description of road, Vol. IX, June, '93, p. 385 (ill.).

Date of information, Mar., 1897. z

FALL RIVER, MASS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Fall River is situated in Bristol County, in southeastern Massachusetts at the mouth of the Taunton River, where it empties into Mount Hope Bay.

Population.—Fall River is the third city in Massachusetts in population.

Railroad and Steamship Connections.—The New York, New Haven & Hartford R. R. system enters the city, which also has daily steamboat connection with New York and Providence, also electric railway connection with New Bedford and Taunton.

Manufacturing and Commercial Interests.—A capital of about $40,000,000 is employed in the various manufacturing industries of the city, the principal productions being cotton goods, machinery, turned and carved wood, and cordage and twine. The city has an immense trade in cotton and cotton goods. Fall River is the sixth city in Massachusetts in regard to tonnage of vessels, and in custom receipts it stands eighth in the United States.

Banking Capital.—There are now (1897) 7 national banks with a combined capital and surplus of $2,803,300; 4 savings banks with surplus of $730,000; and 1 private bank. The total banking capital is $3,533,300.

	1880.	1890.	Latest.
Population	48,961c	74,398c	87,926a
Assessed Valuation.	.....	.....	.....
Real estate (100% actual value)	$.....	32,459,650	40,070,300b
Personal property	$.....	21,013,533	24,060,750b
Total	$ 37,000,790c	53,473,183	64,131,050b
" per cap	$ 756	719	.....
***Municipal Debt.** net	$ 3,160,765c	2,637,409c	3,199,900b
" " per cap	$ 65	35	.....
Tax Rate, per $1,000	$.....	16.40	17.20b
Manufacturing Interests.			
No. of establishments	258c	312c	.....
Capital invested	$ 25,076,518c	36,513,260	.....
" " per cap	$ 512	490	.....
No. of employes	17,085c	22,822c	.....
Wages per annum	$ 4,659,077c	8,314,811c	.....
Cost of materials	$ 10,552,192c	16,926,445c	.....
Value of product	$ 18,913,584c	31,029,451c	.....
Banking Capital	$.....	.....	3,533,300d
" " per cap	$.....	.....	.....

* Including water debt, deducting sinking fund. a Local estimates b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Fall River occupies a site that rises rather abruptly from the east shore of Mount Hope Bay. The city is quite compactly built, but the various mills are scattered through all parts of the town, some of them being near the water front, and others on the summits of the hills. It is the largest cotton manufacturing center in America, containing 75 mills, with 2,766,616 spindles. The harbor is easy of access and deep enough for ships of the largest class. The water power is derived from the stream from which the town takes its name. It has a fall of more than 125 ft. in less than one-half mile, but is largely supplemented in the mills by steam power.

STREET RAILWAY SYSTEM—Present Companies.

Globe Street Railway Co.—Chartered Apr. 16, 1880, in perpetuity. Municipal franchises granted in 1880 and 1891. Annual meeting, third Tuesday in Nov.

Capital Stock, authorized and issued, $650,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, $750,000; dated Apr. 1, 1892, due, 1912; denom. $1,000; int. payable Apr. and Oct., at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. debenture gold bonds, $550,000; coupon, but may be registered; dated July 1, 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York, trustee.

5 p. c. debenture gold bonds, $125,000; coupon, but may be registered; dated Mar. 1, 1894, due 1910; denom. $1,000; int. payable Mar. and Sept., at office of New York Security & Trust Co., of New York, trustee.

Note.—The mortgage bonds may be called for payment in 1902 or thereafter at two months' notice and at a price of 105 and accrued interest.

Operation.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass.	$175,417	$221,278	$239,493	$268,127	$304,166
" other sources.	2,124	1,016	8,613	1,659	19,355
" total	177,541	222,294	248,106	269,786	323,521
Operating expenses.	125,925	131,835	147,352	159,090	208,940
Erngs. from opern.	51,616	90,459	100,754	110,696	114,581
Deduc. from earns.					
Int. on bonds		58,125	68,646	71,250	71,250
" floating debt.		744	1,503		1,502
Taxes	9,138	12,772	5,135	5,229	5,268
Net income	42,478	18,818	25,470	34,217	36,561
Dividends paid			6,500	16,250	19,500
Surplus account			18,970	17,967	17,061
Total surplus acct.*	98,341	324	19,294	37,261	54,323
P. c. op. exp. to total receipts	70.8	59.5	60.0	59.4	64.6

* During the year ending Sept. 30, 1893, the sum of $61,835 was charged to surplus account for depreciation of horse railway plant and equipment due to conversion to electricity, and $55,000 for discount on bonds.

Dividends.—In 1890, 6 p. c.; in 1891, 3 p. c.; in 1894, 1 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$ 34,979
Maintenance of way and buildings	24,336
" " equipment	22,692
Transportation expenses	126,933
Total	$208,940

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	6,326,237
Car miles run	1,243 051
Total receipts per car mile	$.261
Operating expenses per car mile	.168

Balance Sheet.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$1,557,418	$1,574,658	$1,593,275
Cost of equipment	318,949	323,142	346,485
Other permanent investments	197,373	224,123	227,233
Cash	14,815	137	3,751
Bills and accounts receivable	16,898	14,215	15,454
Materials and supplies	1,565	1 390	1,386
Total	$2,107,018	$2,137,665	$2,187,584
LIABILITIES.			
Capital stock	$ 650,000	$ 650,000	$ 650,000
Funded debt	1,425,000	1,425,000	1,425,000
Accrued interest	7,396	7,396	7,396
Bills and accounts payable	5,328	18,008	49,497
Other liabilities			1,368
Profit and loss (surplus)	19,294	37,261	54,323
Total	$2,107,018	$2,137,665	$2,187,584

Plant and Equipment.—Miles of main line, 17.71, of second track, 8.04, of sidings, 1.96, total track (electric), 27.71; gauge, 4 ft. 8½ in.; 45 lb. to 90 lb. tram and girder rail; 6 horses, 100 cars, of which 85 are motor cars and 15 trail cars; 1,620 H. P. station plant; Mcl. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos and motors, Shaw, Feigel, Jones, Newburyport and Stephenson cars, Bemis trucks.

Officers.—Pres. & Gen. Man. R. S. Goff, Sec. M. G. B. Swift, Treas. Herbert H. Read, Supt. John H. Bowker, Ch. Engr. George B. Esterly, Elecn. George W. Palmer, Jr.

Directors.—Frank S. Stevens, John N. Beckley, Edward N. Gibbs, Benjamin Strong, C. L. Hubbard, F. W. Brightman, M. G. B. Swift, R. S. Goff, M. H. Briggs.

General Office, 794 N. Main St.

References.—Description of road, Vol. IX, Apr., '93, p. 202 (ill.); annual report, Vol. X, Dec., '94, p. 814.

Date of information, May, 1897. a b z

Please note date of information at end of each report.

Fall River Street Railway Co.—Chartered Nov., 1894.

Capital Stock, authorized and paid in, $50,000.

Operation.—For the period from May 28, 1896, to Sept. 30, 1896.

Receipts from passengers	$5,219
" other sources	2
" total	5,221
Operating expenses	5,860
Deficit from operation	639

Balance Sheet.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$51,028	Capital stock	$50,000
" equipment	11,743	Loans and bills payable	14,044
Land and buildings	6,800	Interest	323
Cash	34	Accounts payable	5,237
Miscellaneous assets	74	Ticket account	114
Profit and loss (deficit)	039		
Total	$69,718	Total	$69,718

Plant and Equipment.—Miles of track (electric), 2.75; 6 motor cars, Gen. Elec. dynamos and motors.

Officers. Pres. David Beattie, Sec. W. F. Shove, Treas. J. T. Robertson, Supt. Wm. Ring.

Directors.—Wendell E. Turner, Herbert Field, James E. Osborne, W. Frank Shove, David Beattie, J. T. Robertson.

Date of information, Apr., 1897. a b d z

FINDLAY, O.

Population in 1880, 4,633, in 1890, 13,553.

Findlay Street Railway Co. Chartered and municipal franchise granted Sept., 1887, for 25 years. Annual meeting second Tuesday in Jan.

CAPITAL STOCK, authorized, $[illegible] issued, $150,000, in treasury, $[illegible], par value, $25 per share.

FUNDED DEBT. First mortgage 5 p. c. gold coupon bonds, authorized, $[illegible] issued, $100,000; int. payable at office of Central Trust & Safe Deposit Co. of Cincinnati, O.

Sinking fund of $[illegible] per annum commenced Mar. 1, 1892.

OPERATION.—The last report received is for the year ending Dec. 31, 1895.

Receipts from passengers	$[illegible]
" other sources	[illegible]
" total	[illegible]
Operating expenses	[illegible]
Earnings from operation	9,490
Deductions from earnings	
Interest on bonds	5,100
" " floating debt	[illegible]
Taxes	[illegible]
Net income	2,075
Total surplus account	6,541
Per cent. op. exp. to total receipts	56.0

BALANCE SHEET. Dated Dec. 31, 1895.

Assets		Liabilities	
Cost of road and equip.	$[illegible]	Capital stock	$[illegible]
Other accounts, [illegible]	[illegible]	Funded debt	[illegible]
Cash	[illegible]	Bills and accts. payable	[illegible]
Other assets	[illegible]	Other liabilities	[illegible]
		Profit and loss surplus	[illegible]
Total	$[illegible]	Total	$[illegible]

PLANT AND EQUIPMENT.—Miles of track, electric, [illegible] gauge, 4 ft. 8½ in.; [illegible] lb. and 56 lb. T and girder rail; [illegible] motor cars and [illegible] trail cars. Fishkill Landing engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. T. Smith, V. Pres. W. H. Weston, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. W. F. Havens, Ch. Engr. of Power Station W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. H. Weston, E. L. Tompkins, H. G. Wolcott, Bert L. Smith, W. F. Weston, John Place, C. H. Watson.

Date of information, [illegible]

FISHKILL, N. Y.

Population in 1880, [illegible] and Matteawan about [illegible] (no estimate).

Fishkill Street Railway Co. Chartered [illegible], to operate [illegible] in the Fishkill Electric Co. Annual meeting second Tuesday in [illegible].

CAPITAL STOCK authorized and issued, $[illegible], par value $[illegible] per share.

FUNDED DEBT. First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; coupon, but may be registered; dated 1892, due 1912; denom. $500; int. payable semi-annually in Apr. and Oct., at First National Bank, Fishkill-on-Hudson; trustees of mortgage, John Place, M. E. Curtiss and Thos. Judson.

OPERATION.—Year ending

	June 30, 1894.	June 30, 1895.	June 30, 1896.	Dec. 31, 1896.
Receipts from passengers	$29,069	$28,645	$37,982	$36,356
" other sources	624	447	426	
" total	29,693	29,092	38,408	36,356
Operating expenses	21,457	21,273	24,327	22,169
Earnings from operation	8,236	7,819	14,081	14,197
Deduction from earnings				
Interest on bonds	4,500	4,605	7,150	7,500
Taxes, insurance, etc.	537	393	647	3,124
Net income	3,199	2,821	6,284	3,573
Dividends paid			3,125	
To surplus account			3,159	3,573
Total surplus account			3,156	
P. c. op. exp. to total receipts	72.3	73.1	64.0	60.9

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 3,570
Transportation expenses	14,869
Maintenance of way and buildings	958
" " equipment	4,930
Total	$24,327

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	780,465
Car miles run	213,190
Total receipts per car mile	$.180
Operating expenses per car mile	.114

BALANCE SHEET.—Dated

	Dec. 31, 1895.	June 30, 1896.	Dec. 31, 1896.
ASSETS.			
Cost of road and equipment	$151,469	$151,469	$151,469
Cash assets	1,967	1,563	2,438
Open accounts	5,907	3,381	4,888
Total	$159,343	$156,413	$158,795
LIABILITIES.			
Capital stock	$75,000	$75,000	$ 75,000
Funded debt	75,000	75,000	75,000
Bills payable		452	
Interest on funded debt	3,375	2,775	2,670
Open accounts	408		448
Profit and loss (surplus)	5,559	3,186	5,677
Total	$159,343	$156,413	$158,795

PLANT AND EQUIPMENT.—Miles of track (electric), 3.25; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. T and girder rail; 25 cars, of which 19 are motor cars and 6 trail cars. Fishkill Landing engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. T. Smith, V. Pres. W. H. Weston, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. W. F. Havens, Ch. Engr. of Power Station W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. H. Weston, E. L. Tompkins, H. G. Wolcott, Bert L. Smith, W. F. Weston, John Place, C. H. Watson.

Date of information, May, 1897. b z

Fishkill Electric Railway Co.—Chartered Mar. 12, 1895, for 50 years municipal franchise granted Apr. 4, 1895, in perpetuity. Annual meeting second Tuesday in July. The property is leased to, and operated by the Citizens Street Ry. Co.

CAPITAL STOCK authorized and issued, $[illegible], par value, $100 per share.

FUNDED DEBT. First mortgage 5 p. c. coupon bonds, authorized and issued, $[illegible], dated [illegible], 1895, denom. $[illegible]; int. payable at office of First National Bank of Fishkill; trustees of mortgage, [illegible].

BALANCE SHEET. Dated June 30, 1896.

Assets		Liabilities	
[illegible]		Capital stock	$[illegible]
[illegible]	$[illegible]	Funded debt	[illegible]
Total	$[illegible]	Total	$[illegible]

PLANT AND EQUIPMENT.—Miles of track, electric, [illegible] gauge, 4 ft. [illegible] in.; [illegible] lb. and [illegible] lb. T and girder rail; [illegible] cars, [illegible] motor cars and [illegible] trail cars. Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. John T. Smith, V. Pres. E. L. [illegible], Sec. & Treas. S. K. Phillips, Supt. [illegible].

Please note date of information at end of each report.

DIRECTORS.—John T. Smith, S. K. Phillips, W. H. Weston, E. L. Tompkins, John Place, W. F. Weston, C. H. Watson, W. H. Southard, B. L. Smith.

GENERAL OFFICE, Matteawan, N. Y.

Date of information, May, 1897. b d z

FITCHBURG, MASS.

Population of Fitchburg and Leominster in 1880, 18,201, in 1890, 29,306.

Fitchburg & Leominster Street Railway Co.—Chartered 1886, in perpetuity. Annual meeting in Oct. This is a consolidation of the Fitchburg Street Ry. Co. and the Leominster Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $30,000; dated Oct. 1, 1889, due 1909; denom. $500; int. payable Apr. and Oct., at office of company; trustees of mortgage, H. I. Wallace, E. F. Belding, W. B. Tenney.

FRANCHISES.—Municipal franchises granted 1886 to 1894 in perpetuity.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass..	$55,255	$93,944	$88,880	$109,975	$126,943
" other sources.	383	728	380	300	1,244
" total.....	55,638	94,672	89,260	110,275	128,187
Operating expenses.	36,710	63,523	61,416	74,103	90,278
Earnings from ope'n.	18,928	31,149	27,845	36,172	37,909
Deduc. from earn'gs.					
Interest charges...	1,803	2,480	4,189	2,885	4,901
Taxes.....		1,293	3,020	4,132	5,761
Net income.....	17,125	27,376	20,636	29,155	27,247
Dividends paid.....	5,850	9,450	14,104	20,000	20,000
To surplus account..	11,275	17,926	6,532	†9,155	7,247
Total surplus acc....	7,507	13,747	14,459	14,459	‡14,742
Per cent. op. exp. to total receipts.....	66.0	67.1	68.8	67.2	70.4
Dividends paid.....	6	7	*8	8	8

* 5½ p. c. on $142,800, 2½ p. c. on $250,000. † To depreciation, etc., $8,522. ‡ To depreciation, $6,964.

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$18,721
Maintenance of way and buildings	9,668
" " equipment	11,336
Transportation expenses	50,553
Total	$90,278

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	2,148,723
Car miles run	631,137
Total receipts per car mile	$.203
Operating expenses per car mile	.143

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$178,306	$229,695	$254,746
" equipment	51,751	59,582	70,210
Land and buildings	83,020		86,672
Other permanent investments		87,287	500
Cash assets	12,443	2,601	15,254
Material and supplies		7,580	8,809
Total	$325,520	$386,745	$436,191
LIABILITIES.			
Capital stock	$250,000	$250,000	$250,000
Funded debt	30,000	30,000	30 000
Accrued dividends		10,000	10,000
Notes payable	25,694	72,559	121,046
Other liabilities		9,728	10,413
Profit and loss (surplus)	19,826	14,458	14,732
Total	$325,520	$386,745	$436,191

PLANT AND EQUIPMENT.—Miles of main line, 16.79, of sidings, 1.45, total track (electric), 18.24; gauge, 4 ft. 8½ in.; 42 lb. to 90 lb. tram, T and girder rail; 43 cars, of which 41 are motor cars and 2 trail cars; 600 H. P. West. engines, 533 H. P. West. dynamos, 58 West. motors, Manning boilers, American, Brill, Jones, Newburyport, Stephenson, Wason and Lamokin cars, Bemis trucks.

OFFICERS.—Pres. Henry A. Willis, V. Pres. Herbert I. Wallace, Clerk Charles F. Baker, Treas. Robert N. Wallis, Supt. Wesley W. Sargent, Ch. Engr. A. H. Moore.

DIRECTORS.—Henry A. Willis, Herbert I. Wallace, Arthur H. Lowe, Geo. W. Weymouth, Edgar F. Belding, Charles F. Baker, Manson D. Haws.

GENERAL OFFICE, Fitchburg.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23.

Date of information, May, 1897. a b d z

FORT DODGE, IA.

Population in 1880, 3,586, in 1890, 4,871

Fort Dodge Electric Light & Power Co.

OFFICERS.—Pres. S. T. Meservey, Sec. & Treas. A. S. Meservey, Supt. E. R. Cunningham.

Date of information, Jan., 1897.

FORT LEE, N. J.

Population about 1,200.

Bergen County Traction Co.—Chartered Dec. 15, 1894. Annual meeting first Saturday in Feb. This company began operation on Apr. 20, 1896.

CAPITAL STOCK, authorized, $500,000, issued, $190,000.

OPERATION.—For period from Apr. 20, 1896, to Dec. 31, 1896.

Receipts from passengers	$20,847
" other sources	1,472
" total	22,319

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; 400 H.P. station plant; Allis engines, Gen. Elec. dynamos and motors, St. Louis and Jackson & Sharp cars.

OFFICERS.—Pres. Jacob E. Ridgway, V. Pres. Wm. H. Clark, Sec. & Treas. Wm. N. Barrows, Gen. Man. E. W. Lawson, Supt. I. D. B. Ipatz, Ch. Engr. & Ch. Engr. of Power Station J. B. Anderson, Elecns. Ford & Bacon.

DIRECTORS.—Jacob E. Ridgway, J. M. Gazzan, Wm. H. Clark, C. S. Hinchman, C. T. Colladay, of Philadelphia, Pa.; Leon Abbott, of Hoboken, N. J.; John A. Dempsey, of New York, N. Y.

GENERAL OFFICE, Foot of W. 130th St., New York City.

REFERENCE.—Description of road, Vol. XII, June, '96, p. 335 (ill.).

Date of information, Apr., 1897. a d b z

FORT MADISON, IA.

Population in 1880, 4,679, in 1890, 7,906, 1894, 10,242.

Fort Madison Street Railway Co.—Chartered Jan. 17, 1888, in perpetuity. Annual meeting June 14.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT, authorized, $25,000, issued $23,000.

OPERATION.—Year ending Dec. 31,	1894.	1896.
Receipts from passengers	$12,000	$13,765
" other sources		685
" total		14,450
Operating expenses	7,500	9,270
Earnings from operation	4,500	5,180
Deductions from earnings.		
Interest on bonds		1,150
Taxes and insurance		353
Net income		3,677
Dividends	4,000	
To surplus account	500	

DIVIDENDS, 2 p. c. payable June and Nov., at First National Bank, Fort Madison. Eight payments to date.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 12 cars, of which 4 are motor cars and 8 trail cars; West dynamos and motors, Wells & French cars.

OFFICERS.—Pres. & Gen. Man. D. A. Morrison, Sec. Chas. H. Peters, Treas. J. C. Brewster, Elecn. E. R. Mitchell.

GENERAL OFFICE, Santa Fe Ave.

Date of information, May, 1897. a z

FORT MEADE, FLA.

Population in 1880, 105, in 1890, 267, in 1894 (local estimates), 500.

Fort Meade Street Railway Co.—Chartered Jan., 1886, for 99 years. Annual meeting Jan. 19.

CAPITAL STOCK, authorized $10,000, issued, $6,000; par value, $50 per share.

FUNDED DEBT.—None.

DIVIDENDS.—In 1891, 1892, 1893, 8 p. c.; in 1894, 10 p. c.; in 1895, 6 p. c.; in 1896, 6 p, c.; in 1897, 7 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; of road, 1.25; gauge, 3 ft.; 25 lb. and 30 lb. T rail; 2 horses, 2 horse cars.

OFFICERS.—Pres. L. B. Flood, V. Pres. Max Reif, Sec. H. L. Rockner, Treas. W. Jackson, Gen. Man. and Pur. Agt. J. G. Carter.

DIRECTORS.—L. B. Flood, Max Reif, H. L. Rockner, J. G. Carter.

Date of information, May, 1897. a z

FORT SCOTT, KAN.

Population in 1880, 5,372, in 1890, 11,946.

Fort Scott Rapid Transit Co.—This company is a successor to the Bourbon County Street Ry. Co. It is operated by the Davenport Investment Co.

CAPITAL STOCK, authorized, $250,000.

FUNDED DEBT, $100,000.

PLANT AND EQUIPMENT.—Miles of track, 10; operated by electricity, 8.5, by horses, 1.5; gauge, 4 ft.; 35 lb. T rail; 2 horses, 12 cars, of which 6 are motor cars and 6 trail cars; Beck engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. H. H. Anderson, Sec. F. H. Griggs, Treas. J. Lorenze, Supt. & Pur. Agt. W. D. Mitchell, Elecn. J. Tegardy, Ch. Engr. of Power Station Martin Brown.

GENERAL OFFICE, cor. Maine and Wall Sts.

Date of information, Apr., 1896.

FORT SMITH, ARK.

Population in 1880, 3,099, in 1890, 11,311.

Fort Smith Street Railway Co.—Chartered Aug. 2, 1881.

CAPITAL STOCK, authorized and issued, $150,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 7 p. c. bonds, authorized, $50,000, issued, $30,000; due Mar. 1, 1908.

PLANT AND EQUIPMENT.—Miles of track (horse), 8.5; gauge, 3 ft. 6 in.; 45 lb. girder rail; 86 horses, 22 horse cars; Laclede cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Sam'l McLoud, V. Pres. Benj. T. Duval, Sec. & Treas. Geo. T. Sparks, Supt. M. B. Home.

GENERAL OFFICE, cor. Third and A Sts.

Date of information, May, 1897. a z

FORT WAYNE, IND.

Population in 1880, 26,880, in 1890, 35,393.

Fort Wayne Consolidated Electric Railway Co.—Chartered in Dec., 1895, as the successor to the Fort Wayne Electric Ry. Co. On Sept. 8, 1896, the property of this company was placed in the hands of receivers, and the company is now being reorganized.

CAPITAL STOCK, issued, $2,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,200,000; dated Nov. 1, 1895, due 1935; int. payable May and Nov.; trustees of mortgage, S. B. Bond, of Fort Wayne, and the Guardian Trust Co., of Cleveland, O.

Ft. Wayne Electric Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $600,000 dated May 1, 1892, due 1922; int. payable May and Nov., at office of the Guardian Trust Co., of Cleveland; trustee of mortgage, S. B. Bond, of Ft. Wayne, and the Guardian Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 65 cars, of which 57 are motor cars and 8 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Receivers J. H. Bass and M. S. Robison, Pres. John J. Shipherd (Cleveland), Sec. J. M. Barrett, Gen. Man. M. S. Robison, Jr., Supt. O. L. Stanton.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150 (ill.).

Date of information, Feb., 1897. y

FORT WORTH, TEX.

Population in 1880, 6,663, in 1890, 23,076.

The Fort Worth Street Railway Co.—Chartered 1876, for 99 years. Municipal franchise granted in 1876, for 99 years. This company purchased the property of the North Side Street R. R. Co., which was sold under foreclosure of mortgage on Nov. 20.

CAPITAL STOCK, authorized, $250,000, issued, $150,000, in treasury, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized, $250,000, issued, $150,000, in treasury, $100,000; dated July, 1896, due Jan., 1926; int. payable Jan. and July, at office of Mercantile Trust Co., at Fort Worth or New York.

Treasury bonds may be issued for purchasing other lines or for extensions.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft.; 35 lb. and 52 lb. T rail; 21 cars, of which 19 are motor cars and 2 trail cars, 11 dummy engines; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brownell cars, Bemis and Peckham trucks.

OFFICERS.—Pres. & Treas. K. M. Van Zandt, V. Pres. Morgan Jones, Sec. T. A. Tidball, Gen. Man. & Pur. Agt. George B. Hendricks, Supt. J. W. Renfro, Ch. Engr. Sherman Horn, Elecn. J. E. S. Lee.

DIRECTORS.—K. M. Van Zandt, Morgan Jones, J. B. Burnside, T. A. Tidball.

GENERAL OFFICE, 409½ Main St.

REFERENCES.—Description of road, Vol. X, June, '94, p. 369 (ill.); Vol. X, Souv., '94, p. 46.

Date of information, Feb., 1897. a

City Railway Co.

CAPITAL STOCK, authorized and issued, $400,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft.; 30 lb. and 35 lb. T rail; 2 horses, 16 cars, of which 14 are motor cars and 2 trail cars; Ide engines, Detroit dynamos and motors, Pullman cars; rent power.

OFFICERS.—Pres. L. Warfield, Sec. J. C. Terrall, Jr., Treas. J. C. Harrison, Gen. Man. Supt. & Pur. Agt. W. P. Quigg, Elecn. S. Gerthey.

REFERENCES.—Description of road (brief), Vol. X, June, '94, p. 371; (very brief) Vol. X, Souv., '94, p. 47.

Date of information, May, 1897. z

Glenwood & Polytechnic College Street Railway Co.—This is a consolidation of the Glenwood & Polytechnic R. R. Co. and the Mistletoe Heights Street Ry. Co. This company leases the lines of the Fort Worth & Arlington Heights Street Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12, of which 6 are leased; gauge, 4 ft. 6 in.; 30 lb. T rail; 8 motor cars; Ideal engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. J. T. Voss, Sec. Pur. Agt. & Treas. Woodford Brooks, Ch. Engr. & Ch. Engr. of Power Station W. G. Clark, Elecn. W. E. Voss.

REFERENCE.—Description of road (brief), Vol. X, June '94, p. 371.

Date of information, May, 1897. d z

FRAMINGHAM, MASS.

Population in 1880, 6,235, in 1890, 9,239.

Framingham Union Street Railway Co.—Chartered in 1877.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $50,000; dated 1889, due 1909; int. payable Jan. and July, at North National Bank, of Boston.

OPERATION.—Year ending Sept. 30.

	1892.	1893.	1894.	1895.	1896.
Receipts from passengers...	$	$	$	$	$17,996
" other sources.....					721
" total.....	17,642	19,228	18,650	18,915	18,717
Operating expenses.....	13,813	14,741	14,706	14,485	14,184
Earn. from operation.....	3,829	4,487	3,944	4,430	4,533
Deductions from earnings.					
Interest.....	2,708	2,752	2,729	2,768	2,690
Taxes.....	519	825	957	901	898
Other deductions.....				150	945
Net income.....	602	910	258	611	0,000
Total surplus account.....	5,360	6,270	6,529	7,140	7,101

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses.....	$ 2,819	$ 2,746
Transportation expenses.....	10,017	9,537
Maintenance of way and buildings.....	519	891
" " equipment.....	1,130	1,010
Total.....	$14,485	$14,184

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried.....	306,474	400,120
Car miles run.....	86,212	82,073
Total receipts per car mile.....	$.219	$.228
Operating expenses per car mile.....	.168	.173

BALANCE SHEET.—Dated Sept. 30, 1894. 1895. 1896.

ASSETS.

Cost of road.....	$ 85,071	$ 85,071	$ 85,071
" equipment.....	20,852	21,018	20,508
Cash and current assets.....	2,210	20,020	2,862
Land and buildings.....	10,890	10,890	10,891
Other assets.....		1,715	1,269
Total.....	$119,029	$130,714	$120,601

Please note date of information at end of each report.

LIABILITIES.			
Capital stock	$ 60,000	$ 60,000	$ 60,000
Funded debt	50,000	50,000	50,000
Other liabilities	2,500	3,574	3,500
Profit and loss (surplus)	6,529	7,140	7,101
Total	$119,029	$120,714	$120,601

PLANT AND EQUIPMENT.—Miles of track (horse), 7.35; gauge, 4 ft. 8½ in.; 30 lb. and 35 lb. T and side bearing rail; 46 horses, 17 horse cars.

OFFICERS.—Pres. Jas. R. Entwistle, Sec. I. B. Forbes, Treas. F. E. Gregory, Supt. J. J. Hennessy.

DIRECTORS.—Jas. R. Entwistle, L. F. Fuller, M. F. Maher, F. C. Stearns, of Saxonville, Mass.; F. E. Gregory, I. B. Fenton, H. F. Twombly, W. Adams, of Framingham, Mass.; I. B. Forbes, of South Framingham, Mass.

GENERAL OFFICE, South Framingham, Mass.

Date of information, Jan., 1897. b

FRANKFORT, KY.

Population in 1880, 6,958, in 1890, 7,892.

Capital Railway of Frankfort.—This company defaulted on the interest of its bonds and was placed in the hands of a receiver on Sept. 16, 1895 Operation has been suspended and the property was sold on Apr. 22, 1897.

CAPITAL STOCK, $110,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $70,000; dated 1893, due 1913; int. payable May and Nov., at office of New York Security & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.1; 56 lb. T rail; 5 cars, of which 4 are passenger motor cars and 1 freight motor car; Dick & Church engines, Jenney dynamos and motors.

OFFICER.—Receiver Geo. B. Harper.

REFERENCE.—Description of road, Vol. X, June, '94, p. 376 (ill.).

Date of information, May, 1897. a z

FRANKFORT, N. Y.

Population in 1880, 1,085, in 1890, 2,291.

Frankfort & Utica Street Railway Co.—Chartered Feb. 6, 1895. Annual meeting Feb. 6. This company projects an electric railway from Frankfort to Utica, a distance of 7 miles.

CAPITAL STOCK, authorized, $70,000, paid in, $7,000.

OFFICERS.—Pres. John V. Quackenbush, V. Pres. Wallace W. Crosby, Sec. Nelson J. Davis, Treas. Clinton Beckwith.

DIRECTORS.—John V. Quackenbush, of Mohawk, N. Y.; Clinton Beckwith, Charles G. Grosvenor, of Herkimer, N. Y.; Nelson J. Davis, of Utica, N. Y.; John Loftis, Thomas F. Farrell, of Frankfort, N. Y.; Charles E. Myers, J. J. Dudleston, A. M. Lints.

GENERAL OFFICE, Frankfort, N. Y.

Date of information, May, 1897. b z

FRANKLIN, PA.

Franklin Electric Street Railway Co.—Chartered Aug. 4, 1893. Annual meeting third Thursday in Jan. On Feb. 9, 1895, this company leased the property of the Franklin & Oil City Electric Street Ry. Co., which it also operates.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share.

FUNDED DEBT, authorized, $50,000, issued, $2,000.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers	$7,623	$13,834
" other sources	189	
" total	7,812	13,834
Operating expenses	7,642	11,465
Earnings from operation	170	2,369

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars; Gen. Elec. dynamos and motors, American and St. Louis cars; rent power.

OFFICERS.—Pres. & Treas. E. W. Echols, Sec. G. S. White, Elecn. W. H. Pape.

DIRECTORS.—E. G. Crawford, I. St. Clair, G. S. White, H. F. James, F. M. Allison, C. A. Myers, E. W. Echols.

Date of information, Nov., 1896. b

FREDERICK CITY, MD.

Population in 1880, 8,659, in 1890, 8,193.

Frederick & Middletown Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.25; gauge, 4 ft. 8½ in.; 60 lb. rail; 11 cars, of which 3 are motor cars, 2 trail cars and 6 freight cars; Gen. Elec. dynamos, Walker motors, New Castle cars; rent power.

OFFICERS.—Pres. Geo. W. Smith, V. Pres. D. E. Kefauver, Sec. D. M. A. Sherretts, Treas. H. L. Routzahau, Ch. Engr. W. A. Haywood.

Date of information, Apr., 1897. d z

FREDONIA, N. Y.

Population of Dunkirk and Fredonia in 1880, 10,120, in 1890, 12,815.

Dunkirk & Fredonia Railroad Co.—Chartered Apr. 21, 1864. Charter extended for 950 years in 1890; amended in 1891. Annual meeting third Monday in July.

CAPITAL STOCK, authorized, $150,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $40,000; dated July 1, 1891, due 1911; denom. $100, $500 and $1,000; int. payable Jan. and July, at Fredonia National Bank; trustee of mortgage, F. R. Green.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from passengers.	$	$	$	$	$19,885
" other sources....					6,983
" total	15,239	23,936	20,719	23,965	26,868
Operating expenses	8,840	9,630	9,411	12,364	15,037
Earnings from operation	6,399	14,306	11,308	11,601	11,831
Taxes and fixed charges	1,668	3,588	6,706	6,518	4,472
Net income	4,731	10,718	4,602	5,083	7,359
Dividends paid		1,836	3,673	4,407	6,000
Other deductions			64		
To surplus account	4,731	8,882	865	676	1,359
Total surplus account	7,854	*3,485	4,350	9,638	10,997

*The sum of $13,251 "paid on extraordinary repair work on reconstruction, converting motive power from horse to electricity" was charged to profit and loss account during year ending June 30, 1893.

OPERATING EXPENSES. Year ending June 30,	1895.	1896.
General expenses	$ 1,337	$ 1,359
Transportation expenses	8,454	10,299
Maintenance of way and buildings	794	1,873
" " equipment	1,779	1,506
Total	$12,364	$15,037

STATISTICS OF TRAFFIC. Year ending June 30,	1895.	1896.
Passengers carried	221,742	223,498
Car miles run	66,500	72,142
Total receipts per car mile	$.361	$.373
Operating expenses per car mile	.186	.208

DIVIDENDS.—In 1893, 2½ p. c.; in 1894, 5 p. c.; in 1895, 6 p. c.

BALANCE SHEET, dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$110,610	$138,378	$143,979
" equipment	15,733	22,276	29,640
Cash	1,666		
Open accounts			693
Other assets	463	1,178	530
Total	$129 473	$161,832	$174,842
LIABILITIES.			
Capital stock	$ 73,450	$ 75.000	$100,000
Funded debt	40,000	40,000	40,000
Int. on funded debt, due and accrued		11	11
Loans		16,700	11,700
Accounts payable, paving debt		13,440	11,635
Overdraft at bank		6,806	499
Bills payable	8,700		
Other liabilities	2,972	238	
Profit and loss (surplus)	4,351	9,638	10,997
Total	$129,473	$161,832	$174,842

PLANT AND EQUIPMENT.—Miles of track (electric), 3.7; gauge, 4 ft. 8½ in.; 42 lb. 48 lb. and 50 lb. c. b., T and girder rail; 11 cars, of which 4 are motor cars and 7 trail cars; Dick & Church and Noye engines, Walker, Gen. Elec. and West. dynamos and motors, Brill and Briggs cars.

OFFICERS.—Pres. W. McKinstry, Sec. Treas. Pur. Agt. & Man. Milton M. Fenner, Ch. Engr. Wm. Schwertfager. Ch. Engr. of Power Station A. Kusniski.

DIRECTORS.—Willard McKinstry, Geo. Barker, Milton M. Fenner, Frank P. Fenner, of Fredonia, N. Y.; Frank May, of Dunkirk, N. Y.

GENERAL OFFICE, Fredonia, N. Y.

Date of information, May, 1897. a b d z

Please note date of information at end of each report.

FREEPORT, ILL.

Population in 1880, 8,516, in 1890, 10,189, in 1896 (local estimates), about 15,000.

Freeport General Electric Co.—Chartered Oct., 1895, as a reorganization of the Freeport Electric Co., which was sold under foreclosure of mortgage.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT, issued, $125,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6, gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 horse, 16 cars, of which 10 are motor cars and 6 trail cars; 375 H. P. engines, 675 H. P. dynamos; Ball and Ball & Wood engines, Campbell & Zell and Babcock & Wilcox boilers, Gen. Elec. and West. dynamos, West. motors, Brill and Wells & French cars, Brill and Chicago trucks.

OFFICERS.—Pres. J. C. Sibley, Sec. & Treas. Chas. Miller, Gen. Man. Jos. T. Schlacks, Ch. Engr. of Power Station Walter Huleatt.

DIRECTORS.—Joseph C. Sibley, Charles Miller, Howard Mutchler, John B. Taylor, R. S. Brown.

Date of information, May, 1897. a d z

FREMONT, NEB.

Population in 1880, 3,013, in 1890, 6,747.

City Street Railway Co.

CAPITAL STOCK, $45,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 6.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 24 horses, 7 horse cars.

OFFICERS.—Pres. F. Fowler, V. Pres. F. Meyer, Sec. Treas. & Gen. Man. E. N. Morse.

DIRECTORS.—F. Fowler, F. Meyer and E. N. Morse.

GENERAL OFFICE, Fremont, Neb.

Date of information, May, 1897. z

FREMONT, O.

Population in 1880, about 5,000 (local estimates), in 1890, 7,190 census. Local estimates place the present population at about 10,000.

The Fremont Street Railway Co.—This property was sold at receiver's sale on Nov. 18, 1895, to Dr. Frank Creager, for $8,721. Extensions and improvements will be made at once.

CAPITAL STOCK, $125,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 40 lb. flat rail; 1 motor car; Card dynamos and motors, Ford cars; water power.

OFFICERS.—Owner, Dr. Frank Creager.

Date of information, Feb., 1897. a d

FRESNO, CAL.

Population in 1880, 1,112, in 1890, 10,818.

Fresno Railroad Co.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 20 lb. rail; 7 horses, 7 horse cars.

OFFICERS.—Pres. Dr. L. Leach, V. Pres. R. E. Hughes, Sec. N. I. Baldwin, Treas. L. Einstein.

Date of information, May, 1896.

Fresno, Belmont & Yosemite Railroad Co.—This road is leased to C. L. Walter.

CAPITAL STOCK, $300,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 20 lb. rail; 18 horses, 2 horse cars; Stockton cars.

OFFICERS.—Pres. T. C. White, V. Pres. H. P. Hedges, Sec. J. P. Vincent, Gen. Man. C. L. Walter.

Date of information, May, 1896.

FRYEBURG, ME.

Population in 1880, 1,633, in 1890, 1,415.

Fryeburg Horse Railroad Co.—Chartered Mar. 5, 1887, for 20 years. Municipal franchise granted July, 1887, for 20 years. Annual meeting first Tuesday in June.

CAPITAL STOCK, authorized, $20,000, issued, $5,075, par value, $25 per share.

FUNDED DEBT.—None.

FLOATING DEBT, $700.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Gross receipts	$534	$692	$709	$718
Operating expenses	356	529	586	693
Earnings from operation	178	163	123	25
Deductions from income	175		103	3
Net income	3		20	22
To surplus account			25	22

OPERATING EXPENSES.

Year ending June 30, 1896.

Maintenance of way and structures	$320
" " equipment	12
Transportation expenses	334
General expenses	17
Total	$693

BALANCE SHEET.—Dated June 30,

	1895.	1896.
ASSETS.		
Cost of road	$6,563	$6,492
" equipment	1,113	1,182
Cash	24	47
Total	$7,700	$7,721
LIABILITIES.		
Capital stock	$5,075	$5,075
Other liabilities	703	745
Profit and loss (surplus)	1,922	1,901
Total	$7,700	$7,721

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 16 lb. steel T rail; 1 horse, 4 horse cars.

OFFICERS.—Pres. Freeman Hatch, Sec. Gen. Man. & Supt. Seth W. Fife, Treas. John Locke.

DIRECTORS.—Freeman Hatch, Seth W. Fife, C. W. Pike, J. E. Emerson, John Locke.

GENERAL OFFICE, Fryeburg, Me.

Date of information, May, 1897. a d z

FULTON, N. Y.

Population of Fulton and Oswego Falls in 1880, 5,772, in 1890, 6,035.

Fulton & Oswego Falls Street Railway Co.—Chartered Sept. 21, 1885. This company has been consolidated with the Oswego Street Ry. Co., forming the Lake Ontario & Riverside Ry. Co., of Oswego (which see).

Date of information, May, 1897. b d z

GADSDEN, ALA.

Population in 1880, 1,697, in 1890, 2,901, in 1896 (local estimates), 4,770; total population served by this road in 1896 (local estimates), 5,000.

Gadsden & Attalla Union Railway Co.—Chartered Mar. 29, 1890.

CAPITAL STOCK, authorized, $200,000, issued, $150,000.

FUNDED DEBT, authorized, $200,000, issued, $150,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 11.25; gauge, 4 ft. 8½ in.; 45 lb. T rail; 16 cars, of which 12 are passenger coaches, 2 are baggage cars and 2 flat cars; 5 Baldwin engines; Brill cars.

OFFICERS—Pres. J. M. Elliott, Jr., V. Pres. C. A. Lyerly, Sec. Treas. Gen. Man. Supt. & Pur. Agt. J. H. Wragg.

GENERAL OFFICE, 123 N. 4th St.

Date of information, Feb., 1897. a d

GAINESVILLE, GA.

Population in 1880, 1,919, in 1890, 3,202.

Gainesville & Hall County Street Railroad Co.

CAPITAL STOCK, $15,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 30 lb. crescent rail; 7 horses, 3 cars.

OFFICERS.—Pres., Sec. & Treas. H. H. Dean, V. Pres. A. D. Candler, Gen. Man. D. E. Evans.

GENERAL OFFICE, 10 Spring St.

Date of information, May, 1897. z

GAINESVILLE, TEX.

Population in 1880, 2,007, in 1890, 6,594.

Gainesville Street Railway Co.—Chartered 1884 for 50 years.

CAPITAL STOCK, $40,000.

Please note date of information at end of each report.

FUNDED DEBT.—First mortgage 7 p. c. bonds, $40,000; dated 1889, due 1909; int. payable Apr. and Oct.; trustee of mortgage, International Trust Co., of Boston.

NOTE.—The company is said to have defaulted on the interest of its mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 36 lb. T rail; 16 horses, 8 horse cars.

OFFICERS.—Pres. J. M. Lindsay, Gen. Man. & Supt. G. W. Lindsay.

GENERAL OFFICE, Fort Worth.

Date of information, Feb., 1897.

GALESBURG, ILL.

Population in 1880, 11,437, in 1890, 15,264.

Galesburg Electric Motor & Power Co.—Chartered 1892, for 20 years. Annual meeting second Monday in July. This is a consolidation of the College City Street Ry. Co. and the Galesburg Street Car Co.

CAPITAL STOCK, authorized and issued, $210,000; par value, $100 per share.

FUNDED DEBT.—First mortgage bonds, authorized and issued, $125,000; coupon, but may be registered; dated Sept. 1, 1892, due 1902; denom. $1,000; int. payable at office of Northern Trust Co., of Chicago, trustee of mortgage. Bonds may be called for payment after five years at 105 and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 24 cars, of which 10 are motor cars and 14 trail cars; 250 H. P. engines, 200 H. P. dynamos; West. engines, Frost boilers, West. dynamos and motors, American and Pullman cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. Robert Chappell, V. Pres. O. F. Price, Sec. & Treas. H. F. Arnold, Supt. D. F. Seacord, Ch. Engr. of Power Station E. P. Baum.

DIRECTORS.—Robert Chappell, P. M. Johnson, O. F. Price, B. F. Arnold, W. Seacord, Fred. Seacord, J. K. Mitchell, E. A. Bancroft, Josiah Babcock.

GENERAL OFFICE, 632 Main St.

Date of information, Feb., 1897. a d

GALLIPOLIS, O.

Population in 1880, 4,400, in 1890, 4,498.

Gallipolis & Point Pleasant Railway Co.—This company owns the property of the Gallipolis Street Ry Co.

CAPITAL STOCK, authorized $50,000, issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, and issued, $20,000; denom. $500.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; 125 H. P. station plant; Gen. Elec. dynamos and motors, Barney & Smith cars and trucks.

OFFICERS.—Pres. John L. Vance, V. Pres. W. A. Mills, Sec. Treas. & Pur. Agt. H. C. Johnston, Supt. F. R. Vance, Ch. Engr. & Elecn. E. E. Gillingham.

DIRECTORS.—John L. Vance, H. C. Johnston, John L. Vance, Jr., W. A. Mills, C. O. Hunter, F. B. Everett, F. B. Sheldon.

Date of information, May, 1897. a d z

GALT, ONT.

Population in 1896 (local estimates), 8,000; total population served by this road in 1896 (local estimates), 13,500.

Galt, Preston & Hespeler Street Railway Co., Limited.—This is a combined passenger and freight road.

CAPITAL STOCK, authorized, $100,000, issued, $49,000.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of main line 9, of sidings, 2, total track (electric), 11; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 6 are motor cars, and 5 trail cars, 1 dummy engine; 250 H. P. station plant; Wheelock engines, West. & Gen. Elec. dynamos and motors, Taylor trucks.

OFFICERS.—Pres. Thomas Todd, V. Pres. H. McCulloch, Sec. & Treas. W. H. Lutz, Gen. Man. J. R. Kerr.

GENERAL OFFICE, North Water St.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 48 (ill.).

Date of information, May, 1897. z

GALVESTON, TEX.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Galveston is situated in southeastern Texas, on Galveston Island, in the Gulf of Mexico, at the mouth of Galveston Bay. It is the seat of justice of Galveston County, and the principal seaport on the Gulf of Mexico.

Population.—The population in 1880 was 22,248, and in 1890, 29,084, an increase of 31 per cent, in 1897 (by local estimates based on city directory), 54,492.

Railroad and Steamship Connections.—The following roads enter the city: Galveston & Western R. R., Atchison, Topeka & Santa Fé R. R., Missouri Pacific R. R. and Missouri, Kansas & Texas R. R., Galveston, Houston & Henderson Ry., Galveston, La Porte & Houston Ry., Gulf & Inter-State Ry., Gulf, Colorado & Santa Fe Ry., International & Great Northern Ry. Steamship lines operate to New York, New Orleans, Havana, Liverpool, Hamburg, Bremen, Manchester, Tampico, Vera Cruz, and other points.

Manufacturing and Commercial Interests.—A capital of about $4,830,000 is employed in the various manufacturing industries of the city, the principal productions being manufactured iron, flour, cotton, bagging. rope and twine, cigars, clothing, lumber, confectionery. Galveston is one of the most important receiving and distributing points in the South, the second cotton port in the world, the fifth exporting city in the United States, and the third richest city, according to population, in the United States. It receives annually over 1,000,000 bales of cotton, and its annual export trade is about $56,000,000.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $669,500; 1 savings bank, with surplus of $300,000; 1 state bank with capital and surplus of $545,000; and 3 private banks. The total banking capital is $1,514,500.

	1880.	1890.	Latest.
Population	22,248c	29,084c	54,492a
Area, in square miles			6
Population per square mile			
Assessed Valuation.			
Real estate, (45 % actual value) $		15,970,935c	19,848,056b
Personal property $		5,062,899c	5,543,496b
Total $	14,904,856c	21,033,834	25,391,552b
" per cap. $	670	723	
***Municipal Debt**, net $	1,023,249	1,621,004c	3,762,729d
" " per cap. $	46	55	
Tax Rate, per $1,000 $		15	15b
Manufacturing Interests.			
No. of establishments	170	187	
Capital invested $	891,350	4,831,345	
" " $	39	166	
No. of employes	684	1,916	
Wages per annum $	499,785	1,224,949	
Cost of materials $	1,283,246	3,238,057	
Value of product $	2,375,965	5,665,147	
Banking Capital $			1,514,500e
" " per cap. $			

* Including water debt, deducting sinking fund. a Local estimates. b 1895. c Census. d 1896. e 1897.

STREET RAILWAY SYSTEM—Present Companies.

Galveston City Railroad Co.—Chartered Oct., 1867. Annual meeting second Wednesday in Jan. This is a consolidation of the People's Ry. Co. and the Gulf City Street Ry. Co.

Capital Stock, authorized and issued, $1,000,000; par value, $50 per share.

Funded Debt.—First consolidated mortgage 5 p. c. coupon gold bonds, authorized and issued, $1,000,000; dated Jan. 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

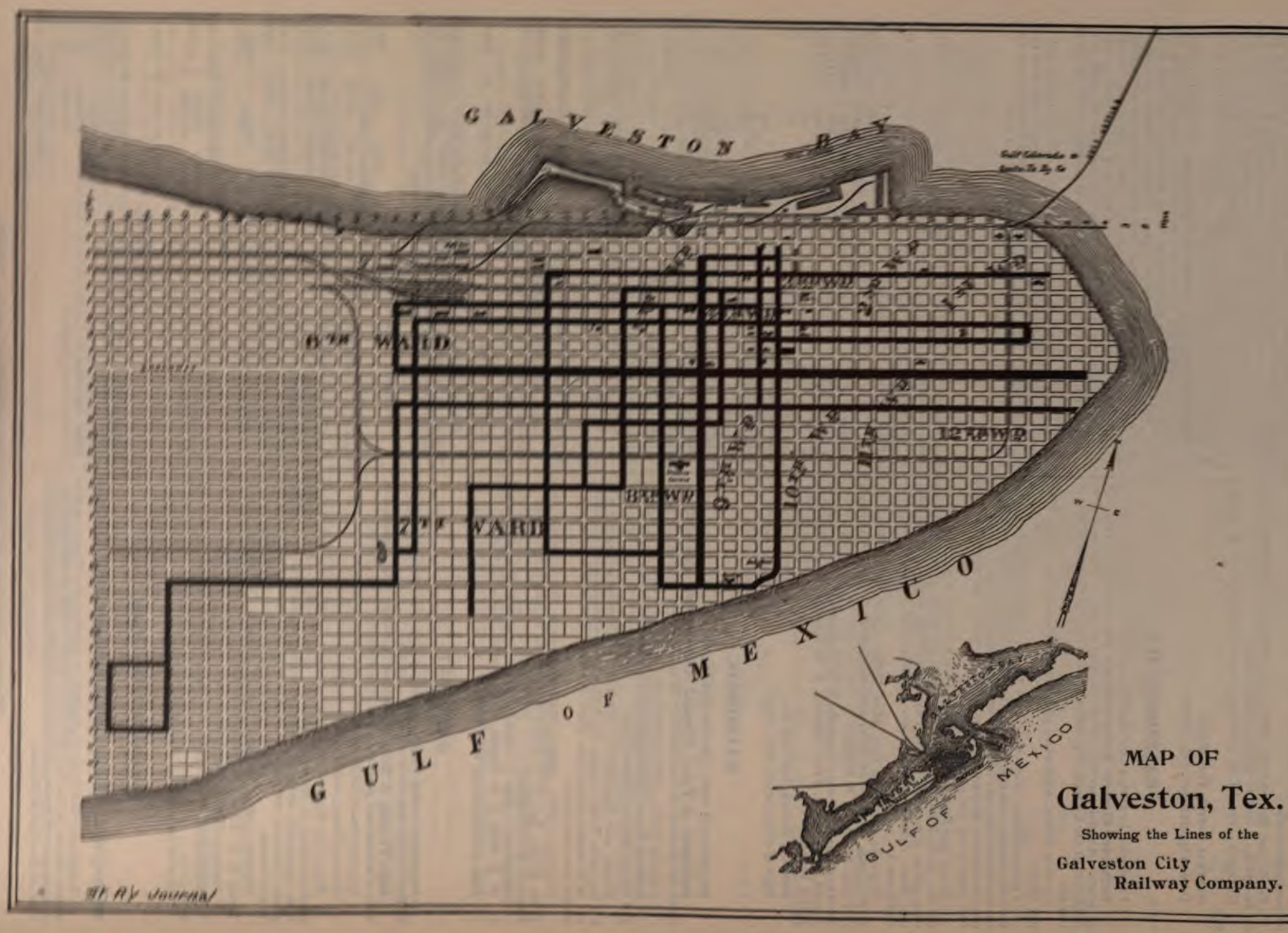
Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$189,688	$208,433	$199,133	$216,271	$212,661
Oper'g ex. and taxes	117,866	138,695	131,407	141,081	132,318
Earn'gs from operation	71,822	69,739	67,726	75,191	80,343
Interest charges	50,000	50,000	50,000	50,000	50,000
Floating debt and sund's.					7,178
Net income	21,822	19,739	17,726	25,191	23,165
P. c. op. exp. to gr. rects.	62.1	66.8	65.9	65.2	62.2

Balance Sheet.—Dated Dec. 31,

	1894.	1896.
ASSETS.		
Cost road and equipment	$1,104,728	$1,337,175
Cash assets	18,932	113,203
Other assets	287,386	
Total	$1,411,046	$1,450,378
LIABILITIES.		
Capital stock	$ 318,501	$ 318,501
Funded debt	1,000,000	1,000,000
Bills payable	12,058	73,295
Other liabilities	28,293	35,392
Profit and loss (surplus)	52,194	23,190
Total	$1,411,046	$1,450,378

Please note date of information at end of each report.


GALVESTON BAY
GULF OF MEXICO
6TH WARD
7TH WARD
BROWN
MAP OF
Galveston, Tex.
Showing the Lines of the
Galveston City
Railway Company.
GULF OF MEXICO

Plant and Equipment.—Miles of track (electric), 41.5; gauge, 4 ft. 8½ in.; 40 lb. and 52 lb. T and girder rail; 65 cars, of which 55 are motor cars and 10 trail cars; Buckeye and Cooper engines, West. dynamos and motors, Laclede and St. Louis cars, Bemis trucks.

Officers.—Pres. & Gen. Man. Julius Runge, V. Pres. A. J. Walker, Sec. A. Drouilhet, Treas. J. Lobit, Supt. J. K. Urie, Pur. Agt., Ch. Engr. Elecn. & Ch. Engr. of Power Station C. P. Young.

Directors.—Joseph Lobit, A. J. Walker, Julius Runge, Leon Blum, A. W. Fly, Gus. Mayhoff, John Sealy.

General Office, I and Centre Sts.

References.—Description of road, Vol. X, May, '94, p. 311 (ill.); Vol. X, Souv., '94, p. 43; increase of bonds, Vol. X, June, '94, p. 410.

Date of information, Mar., 1897. a d

For map of road see page 96

Gulf City Street Railway & Real Estate Co.—This company is operated by the Galveston City R. R. Co.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Funded Debt, $80,000.

Plant and Equipment.—Miles of track, 10; operated by horses, 8, by electricity, 2; gauge, 4 ft. 8½ in.; 25 lb. to 40 lb. T rail; West. dynamos and motors, own cars.

Officers.—Pres. J. H. Burnett, V. Pres. & Sec. P. S. Wren.

General Office, Ave. I and 21st St.

Date of information, Mar., 1897. a

GARDENVILLE, N. Y.

Buffalo, Gardenville & Ebenezer Railway Co.—Chartered June 19, 1895. This company commenced operation in Apr., 1896. Annual meeting third Wednesday in Jan.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

OPERATION.—For period from Apr, 18, 1896, to June 30, 1896.

Gross receipts	$2,180
Operating expenses	3,861
Deficit from operation	1,681

BALANCE SHEET.—Dated June 30, 1896.

ASSETS.

Cost of road	$30,421
" equipment	7,094
Bills receivable	2,490
Material and supplies	19
Profit and loss (deficit)	1,681
Total	$41,705

LIABILITIES.

Capital stock	$38,700
Loans	2,000
Accounts payable	1,005
Total	$41,705

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars; Noye engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. Chas. Schoepflin, V. Pres. J. L. Osgood, Sec. F. J. Bissing, Treas. E. H. Ballou, Ch. Engr. W. D. Mallett, Elecn. Chas. Smitke.

DIRECTORS.—Charles Schoepflin, E. H. Ballou, Jacob Doetsch, Henry C. Lein, August Topp, Sr., Michael Austette, J. Lester Osgood, Christopher Smith, Samuel C. Rogers, Frank J. Bissing, Joseph Eberl, Charles Reneg, Daniel Miller, George J. H. Goehler, Will P. Smith.

GENERAL OFFICE, Gardenville, N. Y.

Date of information, Jan., 1897. a b d

GARDNER, MASS.

Population in 1880, 4,988, in 1890, 8,424.

Gardner Electric Street Railway Co.—This company commenced operation Sept. 29, 1894.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT, authorized, $30,000; none yet issued.

OPERATION.—Year ending Sept. 30,	1895.	1896.
Receipts from passengers	$17,317	$19,045
" other sources	88	154
" total	17,405	19,199
Operating expenses	15,024	15,706
Earnings from operation	2,381	3,493
Deductions from earnings.		
Interest	559	1,321
Taxes	779	795
Other deductions		766
Net income	1,042	611
Total surplus account	721	1,332

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 2,560	$ 2,672
Transportation expenses	10,095	9,794
Maintenance of way and buildings	1,442	1,551
" " equipment	928	1,689
Total	$15,024	$15,706

STATISTICS OF TRAFFIC.

Year ending Sept, 30,	1895.	1896.
Passengers carried	348,399	369,542
Car miles run	78,560	79,058
Total receipts per car mile	$.221	$.243
Operating expenses per car mile	.191	.200

BALANCE SHEET.—Dated Sept. 30, 1894.	1895.	1896.
ASSETS.		
Cost of road $39,393	$46,322	$46,434
" equipment 9,600	10,713	13,037
Other permanent property 11,235	11,410	14,736
Cash and current assets 3,792	444	2,032
Other assets	926	1,775
Profit and loss (deficit) 321		
Total $64,340	$69,814	$78,014
LIABILITIES.		
Capital stock $49,400	$50,000	$50,000
Bills payable 14,940	18,395	25,992
Taxes	698	690
Profit and loss (surplus)	721	1,332
Total $64,340	$69,814	$78,014

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 6 motor cars; Erie engines, West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. F. S. Coolidge (Fitchburg), V. Pres. E. F. Blodgett (Leominster), Sec. & Treas. James A. Stiles (Gardner), Gen. Man. Supt. & Pur. Agt. F. Le Noir.

DIRECTORS.—F. S. Coolidge, of Fitchburg, Mass.; E. F. Blodgett, A. S. Paton. of Leominster, Mass.; J. A. Stiles, Chas. Heywood, M. A. Coolidge, of Gardner, Mass.; Thos. B. Grimes, of Central Square, Boston, Mass.

Date of information, May, 1897. b d z

GENEVA, N. Y.

Population in 1880, 7,412, in 1890, 8,877.

Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co.—Chartered Mar. 18, 1895, as a consolidation of the Geneva Surface Ry. Co., the Geneva & Waterloo Ry. Co., the Waterloo, Seneca Falls & Cayuga Lake Ry. and the Seneca Electric Ry.

CAPITAL STOCK, authorized and issued, $450,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $500,000; dated Apr. 1, 1895, due 1920; int. payable Apr. and Oct.

OPERATION.—Year ending June 30, 1896.

Receipts from passengers	$52,342
" other sources	1,211
" total	53,553
Operating expenses	40,551
Earnings from operation	13,002
Deductions from earnings.	
Interest	22,453
Taxes	1,476
Net income	*10,927
Total surplus account	2,984

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1896.	
General expenses	$ 7,989
Transportation expenses	21,626
Maintenance of way and buildings	2,257
" " equipment	8,679
Total	$40,551

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	1,242,548
Car miles run	417,000

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$ 825,310	Capital stock	$ 450,000
" equipment	93,427	Funded debt	500,000
Bonds	109,000	Bills payable	89,824
Cash	702	Interest	59
Open accounts	17,664	Mortgage account	1,000
Material and supplies.	674	Wages unpaid	1,357
Commission on bonds.	39,100	Accounts payable	34,848
		Profit and loss (surp's)	2,983
Total	$1,085,877	Total	$1,085,877

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. steel rail; 26 cars, of which 18 are motor cars and 8 trail cars, 1 dummy engine; 700 H. P. station plant, Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. W. S. Grant, V. Pres. N. H. Becker, Sec. & Gen. Man. W. C. Gray, Elecn. Howard Gray.

DIRECTORS.—C. D. Beebe, W. F. Rafferty, of Syracuse, N. Y.; L. D. Collins, of Geneva, N. Y.; W. S. Grant, Robt. Wetherill, W. C. Gray, Chas. A. Hawley, N. H. Becker, of Seneca Falls, N. Y.; H. A. Doan, of Philadelphia, Pa.

GENERAL OFFICE, Seneca Falls, N. Y.

Date of information, Apr., 1897. a b z

GEORGETOWN, KY.

Population in 1880, 2,216, in 1890, 5,864.

Georgetown Street Railroad Co.—Chartered and municipal franchise granted 1888, in perpetuity. Annual meeting in Apr. This road has been converted into an electric road, and is bonded and operated in connection with the Georgetown Ice Co. Negotiations are pending for the consolidation of this road and the ice plant with the Georgetown water works and light plant.

CAPITAL STOCK, authorized, $30,000, issued, $16,000.

FUNDED DEBT.—First mortgage consolidated 6 p. c. gold bonds, authorized, $60,000, issued, $14,000, in treasury, $46,000; dated 1896, due 1904; denom. $100, $500 and $1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage, and Farmers' Bank, Georgetown.

OPERATION.—Year ending Dec. 31, 1896.

Earnings from operation	$4,180

PLANT AND EQUIPMENT.—Miles of track, 2.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 2 motor cars; Buckeye engines, 300 H. P. boilers, Card dynamos and motors, New Castle cars, Louisville trucks.

OFFICERS.—Pres. S. M. Davis, Sec. W. Z. Thomson, Treas. S. C. Long, Gen. Man. & Supt. Chas. H. Williams, Ch. Engr. G. W. Puck, Elecn. Geo. Foster.

DIRECTORS.—S. M. Davis, W. Z. Thomson, G. V. Payne, S. C. Long, C. H. Williams, T. J. Barkly, Arthur Yager.

Date of information, Apr., 1897. a z

GEORGETOWN, MASS.

Population in 1880, 2,231, in 1890, 2,117.

The Haverhill, Georgetown & Danvers Street Railway Co.—This company began operating its lines in July, 1896.

CAPITAL STOCK, authorized, $300,000, issued, $60,000.

FUNDED DEBT.—None.

OPERATION.—For period from July 2, 1896, to Sept. 30, 1896.

Gross receipts	$7,818
Operating expenses	3,535
Earnings from operation	4,283
Deductions from earnings	
Interest and discount	20
Taxes	151
Net income	4,112
Dividends paid 4 p. c	2,400
To surplus account	1,712
Total surplus account	1,712

OPERATING EXPENSES.

For period from July 2, 1896, to Sept. 30, 1896.

General expenses	$ 655
Maintenance of way and buildings	9
" " equipment	99
Transportation expenses	2,772
Total	$3,535

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$77,366	Capital stock	$60,000
" equipment	12,074	Loans and bills payable	34,083
Land and buildings	5,148	Profit and loss (surplus)	1,712
Cash	1,807		
Total	$96,395	Total	$96,395

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Chas. E. Barnes, Sec. E. B. Fuller. Treas. & Pur. Agt. Jas. F. Shaw, Supt. I. B. White.

DIRECTORS.—Chas. E. Barnes, of Plymouth, Mass.; W. M. Brewster, of Georgetown, Mass.; J. F. Shaw, of Newburyport, Mass.; H. B. Newton, of Haverhill, Mass.; A. S. Paton, H. L. Pierce, of Leominster, Mass.; F. E. Lowe, of Greenfield, Mass.

GENERAL OFFICE, 53 State St., Boston.

Date of information, May, 1897. b d z

GETTYSBURG, PA.

Population in 1880, 2,814, in 1890, 3,100.

Gettysburg Electric Railway Co.—Chartered July 28, 1891. Annual meeting second Monday in Jan. In Sept., 1895, this property was placed in the hands of receivers, upon the application of the Maryland Steel Co., holders of $5,000 in bonds, which had been in default since Nov. 1, 1893. On the application of the same company, the court has decided to sell the property.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated May 1, 1893, due 1923; denom. $500 and $1,000; int. payable May and Nov., at office of Fidelity Trust Insurance & Safe Deposit Co., of Philadelphia, trustee of mortgage.

NOTE.—The sinking fund provides that on May 1, 1899, and annually thereafter, 10 p. c. of gross earnings are to be passed to a sinking fund. Sinking fund may be invested in company's bonds which may be called for sinking fund only at 110 and interest. Foreclosure proceedings may be instituted for 6 months' default in principal or interest or in sinking fund requirements upon written request of holders of one-fourth outstanding bonds.

OPERATION.—Year ending June 30,	1895.	1896.
Gross receipts	$10,687	$3,521
Operating expenses	4,071	2,006
Earnings from operation	6,616	1,515
Deductions from earnings.		
Taxes		150
Rentals		133
Net income		1,232

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$147,458	$161,232
Equipment	86,020	78,354
Artesian well	946	
Cash		105
Accounts receivable	13,743	17,784
Profit and loss (deficit)	61,834	50,543
Total	$310,000	$308,018
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	200,000	200,000
Floating debt	10,000	
Accounts payable		8,018
Total	$310,000	$308,018

PLANT AND EQUIPMENT—Miles of track (electric), 9.5; gauge 4 ft. 8½ in.; 56 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Brill cars.

OFFICERS.—Receivers E. M. Hoffer (Hummelstown, Pa.), and the West End Trust & Safe Deposit Co., 2020 Chestnut St., Phila.; Pres. E. M. Hoffer, Sec. & Treas. Geo. P. Hoffer.

DIRECTORS.—H. B. Houck, G. H. Grove, F. D. Blessing, E. M. Hoffer, David Castle.

Date of information, Apr., 1897. b

GIRARDVILLE, PA.

Population tributary to the Schuylkill Traction Co. is said to be about 75,000.

Schuylkill Traction Co.—Chartered Sept. 26, 1892, in perpetuity. Annual meeting second Monday in Jan. This is an electric road in the anthracite basin of Schuylkill County, beginning at Locustdale and running through the center street of Ashland, and thence through Holmesville and other villages to Girardville, and branching out there in a Y shape, one branch going through Lost Creek and William Penn into Shenandoah, the other branch going through Mahanoy Plane, Maizeville, Gilberton and Saint Nicholas into Mahanoy City.

LEASED ROADS.—This company leases and operates the properties of the Mahanoy City, Shenandoah, Girardville & Ashland Street Ry. Co. and the Ashland, Locust Dale & Centralia Electric Ry. Co.

CAPITAL STOCK, authorized, $1,000,000, issued, $500,000; par value, $100 per share.

Please note date of information at end of each report.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and and issued, $500,000; coupon, but may be registered; dated Apr. 1, 1893, due 1943; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending	Sept. 30, 1894.	Sept. 30, 1895.	June 30, 1896.	Sept. 30, 1896.
Receipts from passengers	$87,274	$	$96,832	$
" others sources	1,014		550	
" total	88,288	90,981	97,382	96,809
Operating expenses	56,564	52,851	54,690	*56,008
Earnings from operation	31,724	38,130	42,692	40,801
Fixed charges, taxes, etc	25,000	29,770	27,748	
Interest				25,000
Net income	6,724	8,360	14,944	15,801

*Includes insurance and taxes.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T rail; 22 motor cars; West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. Dallas Sanders, Sec. & Treas. John A. Johann. Gen. Man. E. W. Ash.

DIRECTORS.—George H. Earl, Jr., W. B. Gill, Herbert N. Howe, John A. Johann, Joseph T. Richards, Dallas Sanders, Winthrop Smith.

GENERAL OFFICE.—Girardville, Schuylkill Co., Pa.

Date of information, Nov., 1896. b d

The Mahanoy City, Shenandoah, Girardville & Ashland Street Railway Co.—Chartered Oct. 23, 1890. This company is leased to, and operated by, the Schuylkill Traction Co. for 999 years from Jan. 6, 1893, for $100 per year and operating expenses.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share. $299,250 of this stock is owned by the Schuylkill Traction Co.

FUNDED DEBT.—First mortgage bonds, $250,000, have been paid and cancelled.

OFFICERS.—Pres. Dallas Sanders, Sec. & Treas. John A. Johann.

DIRECTORS.—E. A. Ballard, Wm. F. Harrity, John A. Johann and Dallas Sanders.

Date of information, Nov., 1896. b

Ashland, Locust Dale & Centralia Electric Railway Co.—Chartered Nov. 11, 1892. Annual meeting second Monday in Jan. This company is leased to Schuylkill Traction Co., for 999 years from Oct. 5, 1893, for $100 per year and operating expenses.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share. $59,250 of this stock is owned by the Schuylkill Traction Co.

OFFICERS.—Pres. Dallas Sanders, Sec. & Treas. J. A. Johann.

DIRECTORS.—E. A. Ballard, Wm. F. Harrity, John A. Johann, Dallas Sanders.

Date of information, Nov., 1896. b

GLENS FALLS, N. Y.

Population of Glens Falls, Sandy Hill and Fort Edward in 1880, 12,067, in 1890, 16,828.

Glens Falls, Sandy Hill & Fort Edward Street Railroad Co.—Chartered Sept. 28, 1885. Annual meeting third Wednesday in July.

CAPITAL STOCK, authorized, $150,000, issued, $136,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $100,000; dated July 1, 1891, due 1911; denom. $500 and $1000; int. payable Jan. and July at office of the company; trustee of mortgage, Central Trust Co., of New York.

Second mortgage 6 p. c. gold coupon bonds, authorized, $50,000, issued, $36,000; dated July 1, 1893, due 1913; denom. $500; int. payable Jan. and July at office of the company; trustee of mortgage, Central Trust Co., of New York.

OPERATION.—Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Receipts from pass	$29,952	$33,447	$33,982	$49,604	$53,780
" other sources	3,998	4,222	9,224	569	787
" total	33,950	37,670	43,206	50,173	54,567
Operating expenses	20,395	26,665	33,414	33,793	34,257
Earnings from operation	13,554	11,005	9,792	16,380	20,310
Deductions from earnings.					
Interest on bonds	6,000	6,000	6,000	8,160	8,238
" " notes	470	1,096	2,145		
Taxes	912	1,051	1,393	1,419	1,450
Net income	6,172	2,858	253	6,801	10,622
Dividends paid		3,600		1,360	5,440
To surplus account	6,172	*742	259	5,441	5,182
Total deficit	301	1,044	779	4,061	†1,121

*Deficit. †Surplus.

OPERATING EXPENSES. Year ending June 30, 1896.	
General expenses	$6,640
Transportation expenses	14,232
Maintenance of way and buildings	5,589
" " equipment	7,796
Total	$34,257

BALANCE SHEET.—Dated June 30, ASSETS.	1894.	1895.	1896.
Cost of road	$167,337	$168,830	$169,086
" equipment	92,645	95,229	99,778
Cash		4,384	5,645
Bills and accounts receivable		1,441	
Material and supplies		2,580	
Current assets	17,470		4,748
Other assets		250	
Profit and loss (deficit)	779	4,061	
Total	$278,232	$276,775	$279,257
LIABILITIES.			
Capital stock	$136,000	$136,000	$136,000
Funded debt	136,000	136,000	136,000
Accrued interest		4,080	4,080
Bills and accounts payable	1,088	695	2,055
Other liabilities	5,144		
Profit and loss (surplus)			1,122
Total	$278,232	$276,775	$279,257

DIVIDENDS, in 1893, 3 p. c.; in 1895, 1 p. c.; in 1896, 4 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.6; gauge, 4 ft. 8½ in.; 40 lb., 60 lb. and 80 lb. T and girder rail; 18 motor cars; 450 H. P. station plant; Bates and Knowlson & Kelly engines, West. dynamos and motors, Gilbert and Jones cars, Taylor and White trucks.

OFFICERS.—Pres. J. M. Coolidge, V. Pres. L. Allen, Sec. Treas. & Pur. Agt. J. A. Powers, Supt. J. E. Derrick.

DIRECTORS.—J. M. Coolidge, T. S. Coolidge, Joseph Fowler, B. B. Fowler, H. R. Leavens, of Glens Falls; Loren Allen, G. M. Ingalsbe, of Sandy Hill; Peter McCarthy, Wm. H. Rowe, J. T. Christie, of Troy; J. E. Derrick, J. A. Powers, of Lansingburg; F. H. Parks.

GENERAL OFFICE, Glens Falls, N. Y.

REFERENCE.—Annual report, Vol. IX, Nov., '93, p. 777.

Date of information, Apr., 1897. b d z

GLOUCESTER, MASS.

Population in 1880, 19,329, in 1890, 24,651.

Gloucester Street Railway Co.—Chartered Jan. 12, 1886. This company leases and operates the property of the Gloucester & Rockport Street Ry. Co.

CAPITAL STOCK, authorized and issued, $180,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $60,000; dated Apr., 1, 1887, due 1907; int. payable Apr. and Oct., at American Loan & Trust Co. of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,	1892.	1893.	1894.	1895.	1896.
Receipts from pass	$52,431	$58,569	$66,496	$62,868	$63,988
" other sources	264	167	256	356	789
" total	52,695	58,736	66,752	63,224	64,777
Operating expenses	35,207	35,770	40,825	39,322	42,439
Earnings from operation	17,488	22,966	25,927	23,902	22,337
Deductions from earn.					
Interest	4,549	5,166	5,573	5,564	6,471
Taxes	.654	1,676	1,640	1,649	2,183
Rentals					1,800
Net income	12,285	16,123	18,714	16,689	11,883
Dividends paid, 3 p. c.	5,400	5,400	5,400	5,400	10,800
To surplus account	6,885	10,723	13,314	11,289	1,083
Total surplus account	9,082	19,776	23,625	34,859	35,917

OPERATING EXPENSES. Year ending Sept. 30,	1895.	1896.
General expenses	$ 4,984	$ 4,155
Transportation expenses	26,995	30,163
Maintenance of way and buildings	2,486	3,372
" " equipment	4,856	4,749
Total	$39,322	$42,439

STATISTICS OF TRAFFIC. Year ending Sept. 30,	1895.	1896.
Passengers carried	1,257,022	1,279,711
Car miles run	231,861	257,613
Total receipts per car mile	$.273	$.252
Operating expenses per car mile	.169	.165

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$170,635	$170,640	$172,246
" equipment	72,430	80,052	85,940
Land and buildings		59,844	59,844
Cash and current assets	13,768	10,500	10,192
Other assets	59,711	110	1,520
Total	$316,544	$324,147	$329,742
LIABILITIES.			
Capital stock	$180,000	$180,000	$180,000
Funded debt	60,000	60,000	60,000
Loans and bills payable			50,500
Other liabilities	52,919	49,287	3,325
Profit and loss (surplus)	23,625	34,859	35,917
Total	$316,544	$324,147	$329,742

PLANT AND EQUIPMENT.—Miles of track (electric), 11.11; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 2 horses, 24 motor cars; Gen. Elec., and West. dynamos and motors.

OFFICERS.—Pres. W. B. Ferguson, Sec: & Treas. D. S. Presson, Supt. A. R. Hallowell.

DIRECTORS.—W. B. Ferguson, of Malden, Mass.; A. D. Bosson, J. H. Cunningham, of Chelsea, Mass.; D. S. Presson, A. R. Hallowell, of Gloucester, Mass.

GENERAL OFFICE, Gloucester St.

Date of information, Apr., 1897. b z

Gloucester, Essex & Beverly Street Railway Co.—Chartered in 1893; municipal franchises granted in 1894 and 1895; operation began Aug. 21, 1895.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—$125,000.

OPERATION.—Year ending Sept. 30, 1896.

Receipts from passengers	$57,149
" other sources	1,115
" total	58,264
Operating expenses	38,531
Earnings from operation	19,733
Deductions from earnings.	
Interest	3,715
Taxes	3,866
Net income	12,152
Dividends paid, 4 p. c.	10,000
To surplus account	2,152
Total surplus account	8,717

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$ 6,165
Maintenance of way and buildings	4,213
" " equipment	3,418
Transportation expenses	24,735
Total	$38,531

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	1,114,245
Car miles run	304,085
Total receipts per car mile	$.192
Operating expenses per car mile	.127

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$212,944	$272,164
" equipment	32,843	51,827
Power station and car barns	66,189	69,211
Cash	5,759	6,636
Current assets		3,587
Materials and supplies		3,273
Total	$317,735	$406,698
LIABILITIES.		
Capital Stock	$250,000	$250,000
Bills and accounts payable	61,171	147,981
Profit and loss (surplus)	6,564	8,717
Total	$317,735	$406,698

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 50 lb. T and 90 lb. girder rail; 23 motor cars; 600 H. P. station plant; McIntosh & Seymour engines, Walker and Gen. Elec. dynamos and motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Pres. W. B. Ferguson, Treas. & Clerk, Geo. A. Butman, Supt. & Pur. Agt. W. A. Larrabee.

DIRECTORS.—W. B. Ferguson, Frank J. Perkins, N. Sumner Myrick, E. R. McPherson, Robt. Redford, A. B. Bruce, Chas. L. Claflin, C. A. Richardson, N. E. Morton, A. D. Bosson.

GENERAL OFFICE, Essex, Mass.; Treasurer's office, 53 State St., Boston, Mass.

Date of information, Apr., 1897. b d z

Gloucester & Rockport Street Railway Co.—Chartered Nov. 21, 1894, to construct a street railway from Gloucester across Good Harbor Beach to Brier Neck, to the line dividing Gloucester from Rockport. This company commenced operation on May 4, 1895. The property of this company is leased to and operated by the Gloucester Street Ry. Co. (which see).

CAPITAL STOCK, authorized and issued, $30,000; par value, $100 per share.

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$18,738	$19,000
" equipment	5,000	5,000
Land and buildings	16,000	16,000
Cash and current assets	2,646	1,800
Total	$42,384	$41,800
LIABILITIES.		
Capital stock	$30,000	$30,000
Loans and bills payable	10,000	10,000
Profit and loss (surplus)	2,384	1,800
Total	$42,384	$41,800

OFFICERS.—Pres. A. D. Bosson, Sec. & Treas. D. S. Presson, Supt. A. R. Hallowell.

DIRECTORS.—D. S. Presson, A. R. Hallowell, F. W. Homans, of Gloucester; W. B. Ferguson, of Malden; A. D. Bosson, J. H. Cunningham, of Chelsea.

Date of information, Apr., 1897. b z

GLOVERSVILLE, N. Y.

Population of Fonda, Johnstown and Gloversville in 1880, 24,703, in 1890, 26,013.

Fonda, Johnstown & Gloversville Railroad Co.—Chartered Jan. 17, 1867. Annual meeting second Tuesday in Jan. This is a steam railroad 33 miles in length, operating from Fonda to Northville and Broadalbin.

LEASED ROADS.—The company operates the property of the Johnstown, Gloversville & Kingsboro Horse R. R. Co. under a 999 year lease, dated Nov., 1893, and in consideration therefor pays the lessor company a rental equivalent to fixed charges and a dividend of 8 p. c. on the capital stock ($50,000).

The company also operates the property of the Cayadutta Electric R. R. Co., under a lease expiring 1993, and in consideration, therefor guarantees the principal and interest of the lessor's mortgage bond.

The company also operates the property of the Gloversville & Broadalbin R.R. Co., under a lease dated Aug. 1, 1895, for 999 years. the lessee to pay all fixed charges.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 7 p. c. bonds, authorized and issued, $300,000; dated July 1, 1870, due 1900, denom. $100, $500 and $1,000; int. payable Jan. and July, at office of Importers' & Traders' National Bank, of New York.

Consolidated mortgage 6 p. c. coupon bonds, authorized and issued, $200,000; dated Apr., 1881, due 1921; denom. $100, $500 and $1,000; int. payable Apr. and Oct. at office of Importers' & Traders' National Bank of New York.

The company has guaranteed the principal and interest of the following bond issues of allied corporations:

Johnstown, Gloversville & Kingsboro Horse R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1893, due 1913; int. payable Jan. and July.

Cayadutta Electric R. R Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $350,000; coupon, but may be registered; Oct. 1, 1892, due 1922; denom. $1,000; int. payable Apr. and Oct. at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Including the operation of all leased companies.

Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass...	$83,058	$99,473	$72,736	$116,556	$148,661
" freight.....	117,272	143,147	126,265	138,945	125,119
" other sources	30,126	32,400	18,598	16,305	16,332
" total.....	230,456	275,020	217,599	271,806	290,112
Operating expenses..	130,374	166,703	152,370	183,729	194,689
Earnings from oper'n.	100,082	108,317	65,229	88,075	95,423

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Deduc. from earn'gs.					
Interest on bonds...	32,817	33,000	33,000	33,000	33,000
" floating debt.		2,525	967	1,917	964
Taxes	10,752	11,844	13,972	14,388	17,628
Rentals			2,000	24,320	29,475
Net income	56,512	60,948	15,289	14,450	14,356
Dividends paid	30,000	15,000	24,000	21,000	18,000
To surplus account...	26,512	45,948	*8,711	*6,550	*3,644
Total surplus account.	188,864	234,812	226,101	219,551	215,907
Dividends paid	10	5	8	7	6

* Deficit.

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 855,923	$ 855,923	$ 855,923
" equipment	114,166	114,166	114,166
Current assets	105,877	134,083	154,374
Real estate	32,195	33,245	31,245
Total	$1,108,161	$1,137,417	$1,155,708
LIABILITIES.			
Capital stock	$ 300,000	$ 300,000	$ 300,000
Funded debt	500,000	500,000	500,000
Bills payable	41,538	55,000	
Accts. "	12,738	47,419	
Other liabilities	27,783	15,447	
Current liabilities			143,853
Profit and loss (surplus)	226,101	219,551	211,855
Total	$1,108,161	$1,137,417	$1,155,708

PLANT AND EQUIPMENT.—Miles of track (steam), 56.62; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail.

OFFICERS.—Pres. James Shanahan, V. Pres. J. P. Argersinger, Sec. George M. Place, Treas. J. Ledlie Hees, Gen. Supt. R. T. McKeever, Supt. Elec. Div. C. Banker.

DIRECTORS.—James Shanahan, of Tribes Hill, N. Y.; James P. Argersinger, John G. Ferres, James I. Younglove, of Johnstown; J. L. Hees, of Fonda; Thos. F. Kyne, of Amsterdam, N. Y.; Geo. M. Place, Z. B. Whitney, R. T. McKeever, A. J. Zimmer, S. H. Shotwell, G. Levor, of Gloversville; H. Walter Webb, Chauncey M. Depew, of New York City.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Nov. 1896. b

Fonda, Johnstown & Gloversville Railroad Co.—Electric Division. This was formerly the Cayadutta Electric R. R. Co., which was chartered Feb. 27, 1892, and leased May 1, 1894, to Fonda, Johnstown & Gloversville R. R. Co. for a rental equivalent to the net earnings of the lessor. Lessee guarantees principal and interest of bonds, and agrees to pay to lessor net earnings up to 4 p. c. on capital stock per year. Annual meeting Sept. 19.

CAPITAL STOCK, authorized, $350,000, issued, $335,200.

FUNDED DEBT, $350,000. (See Fonda, Johnstown & Gloversville R. R. Co.)

OPERATION.—Included in report of Fonda, Johnstown & Gloversville.

BALANCE SHEET.—Dated June 30,	1894.	1895.
ASSETS.		
Cost of road	$618,717	$620,567
" equipment	61,597	62,097
Stock of other companies		300
Bonds held in trust		63,000
Cash on hand		106
Current assets	82,189	
Profit and loss (deficit)	12,505	15,723
Total	$775,008	$761,793
LIABILITIES.		
Capital stock	$335,200	$335,200
Funded debt	350,000	350,000
Bills payable	78,752	
Other liabilities	11,056	76,593
Total	$775,008	$761,793

PLANT AND EQUIPMFNT.—Miles of track (electric), 21.5; gauge, 4 ft. 8½ in.; 51½ lb. and 80 lb. girder and T rail; 27 cars, of which 18 are motor cars and 9 trail cars; Russell engines, Gen. Elec., West. and Short dynamos and motors, Brill and Gilbert cars.

OFFICERS.—Same as Fonda, Johnstown & Gloversville R. R. Co.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Dec, 1896. d

Johnstown, Gloversville & Kingsboro Horse Railroad Co.—Chartered Nov. 12, 1873. Annual meeting first Tuesday in Feb.

LEASED, Jan. 1, 1894, to Fonda, Johnstown & Gloversville R. R. Co. for 999 years, lessee guaranteeing a dividend of 8 p. c. per annum on stock of lessor.

CAPITAL STOCK, $50,000; par value, $100 per share.

FUNDED DEBT, $50,000. (See Fonda, Johnstown & Gloversville R. R. Co.)

BALANCE SHEET.—Dated, June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 85,772	$ 85,722	$ 85,722
" equipment	17,001	17,001	17,001
Total	$102,723	$102,723	$102,723
LIABILITIES.			
Capital stock	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000
Profit and loss (surplus)	2,723	2,723	2,723
Total	$102,723	$102,723	$102,723

PLANT AND EQUIPMENT.—Miles of track (electric), 4.1; gauge, 4 ft. 8½ in.; 51½ lb. to 80 lb. T and girder rail; 7 cars, of which 4 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. Wm. Littauer, Sec. John M. Russell, Treas. Lucius N. Littauer.

DIRECTORS.—William Littauer, Jacob Hees, L. N. Littauer, John M. Russell, Eugene Christie, L. Clute, C. W. Boughton, W. L. Sporborg, Jr., James Shanahan, Jr., R. T. McKeever, A. M. Hees, C. G. Alvord.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Feb, 1897. b

Mountain Lake Electric Railroad Co.—This company was chartered to build an electric railway from Gloversville to Mountain Lake, a distance of 4½ miles. Annual meeting in Mar.

CAPITAL STOCK, authorized, $60,000, issued, $6,000; par value, $100 per share.

OFFICERS.—Pres. Charles King, V. Pres. James G. Haggart, Sec. Myron Hilts, Treas. A. J. Zimmer, Supt. Elman Hilts, Attorney Wm. A. McDonald.

DIRECTORS.—Charles King, George Hendrie, Richard Ansell, of Johnstown, N. Y.; James G. Haggart, Samuel M. Foster, of Bleecker, N. Y.; Alvah J. Zimmer, Elman Hilts, Robert J. Williams, Dexter R. Bartlett, Myron Hilts.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Apr., 1897. b z

GOSHEN, IND.

Population in 1880, 4,123, in 1890, 6,033.

Indiana Electric Railway.—This company owns the Elkhart Electric Ry. Co.

CAPITAL STOCK, authorized, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $500,000, issued, $40,000; dated Sept. 1, 1895, due 1925; denom. $1,000; int. payable Jan. and July at office of Royal Trust Co., of Chicago, trustee of mortgage, with James M. Latta, of Goshen.

NOTE.—Further issues of the first mortgage bonds may be made for extensions at a value not exceeding $10,000 per mile of track for city lines, and $5,000 per mile for country lines.

OFFICERS.—Pres. K. G. Ripley, Sec. W. L. Stonex, Gen. Man. E. R. Larter.

DIRECTORS.—W. L. Stonex, K. G. Ripley, H. A. Ambler.

GENERAL OFFICE, Goshen, Ind.

Date of information, May, 1897. z

GRAND HAVEN, MICH.

Population in 1880, 4,862, in 1890, 5,023.

Grand Haven Street Railway Co.

CAPITAL STOCK, $25,000.

OPERATION.—The latest report received is for the year ending Dec. 31, 1895.

Gross receipts	$2,576
Operating expenses	1,284
Earnings from operation	1,292

PLANT AND EQUIPMENT.—Miles of track, 2.

Date of information, Jan., 1896.

GRAND ISLAND, NEB.

Population in 1880, 2,963, in 1890, 7,536.

Street Railway of Grand Island.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 6 in.; 20 lb. and 30 lb. T rail; 40 horses, 7 horse cars; Waterloo cars.

OFFICERS.—Pres. H. J. Joehnk, V. Pres. Treas. & Gen. Man. H. C. Joehnk, Sec. H. T. J. Fuehrman.

Date of information, Sept., 1895.

GRAND JUNCTION, COL.

Population in 1890, 2,030, in 1897, 4,500.

Grand Junction Street Railway Co.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.75; gauge, 3 ft.; 22 lb. T rail; 2 horses, 2 horse cars.

OFFICERS.—Pres. Gen. Man. & Supt. T. B. Crawford, V. Pres. Orson Adams, Sec. & Treas. Rea G. Crawford.

Date of information, May, 1897. a d z

GRAND RAPIDS, MICH.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Grand Rapids is situated on the Grand River, in Southwestern Michigan. It is the capital of Kent County.

Population.—The population in 1880 was 32,016, and in 1890 60,278, an increase of 88 per cent. Population of Grand Rapids with annexations, in 1896 (local estimates), 100,000.

Railroad Connections.—The following lines enter the city: Chicago & West Michigan R. R., Detroit, Grand Haven & Milwaukee R. R., Detroit, Grand Rapids & Western R. R., Grand Rapids & Indiana R. R., Lake Shore & Michigan Southern R. R., Michigan Central R. R., Michigan, Grand Rapids & Indiana R. R.

Manufacturing Interests.—A capital of about $17,000,000 is employed in the various manufacturing industries of the city, the principal productions being boxes and wooden ware, manufactured iron, wire, machinery, chemicals, white bricks, paving bricks, cement, stucco plaster, land plaster, carriages and wagons, flour, furniture, malt liquors, lumber, patent medicines and compounds. A large trade is carried on in furniture and lumber.

Banking Capital.—There are now (1897) 4 national banks with a combined capital and surplus of $2,004,500; 2 state banks, with capital and surplus of $813,500; 2 trust companies, with capital and surplus of $401,500; 3 savings banks, with capital and surplus of $395,000. The total banking capital is $3,614,500.

	1880.	1890.	Latest.
Population	32,016c	60,278c	100,000a, e
Area, in square miles			
Population per square mile			
Assessed Valuation.			
Real estate, 25 % actual value	$		21,864,915b
Personal property	$		5,868,620b
Total	$ 8,692,571c	19,175,000c	27,733,535b
" per cap.	$ 271	318	
***Municipal Debt**, net	$ 471,000c	762,000c	1,710,000d
" " per cap.	$ 14	13	
Tax Rate, per $1,000			31.00b
Manufacturing Interests. c			
No. of establishments	355	864	869d
Capital invested	$ 4,864,298	14,978,015	17,000,000d
" " per cap.	$ 152	248	170d
No. of employes	5,172	12,814	13,371d
Wages per annum	$ 1,895,072	6,259,758	
Cost of materials	$ 3,956,663	9,171,347	
Value of product	$ 7,405,007	19,258,347	20,000,000d
Banking Capital	$		3,614,500d
" " per cap.	$		

* Including water debt, street five year improvement bonds, deducting sinking fund. a Local estimates. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Grand Rapids is an important railroad and manufacturing center—a bright, progressive, enterprising city. It is the largest producer of furniture in the country, and its annual furniture conventions are attended by manufacturers from all over the country. The public and private edifices are in general tastefully constructed, and the artisans are prosperous and well housed. The street railway system is controlled by a single company, is unusually extensive, and its patronage is greater proportionately than that of most cities of its size. The motive power is now electricity throughout. The equipment is in good condition, and the service and management popular.

STREET RAILWAY SYSTEM—Present Companies.

Consolidated Street Railway Co. of Grand Rapids.—Chartered, 1891; franchises granted Apr. 24, 1891, for 30 years. Annual meeting second Saturday in Apr. This is a consolidation of the Street Ry. Co. of Grand Rapids, and the Valley City Street & Cable Ry. Co. The company owns and operates the entire street railway system of Grand Rapids. In Jan., 1897, the company defaulted on the interest of its first mortgage bonds.

Capital Stock.—Common stock, authorized, $3,000,000, issued, $1,500,000; par value, $100 per share.

Preferred stock, $1,230,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $1,800,000; dated Aug. 1, 1891, due 1916; denom. $1,000; int. payable Feb. and Aug., at office of Union National Bank, of Chicago, and of the Central Trust Co., of New York, trustee of mortgage.

Operation.—The latest report received is for the year ending Jan. 31, 1896.

Gross receipts	$444,739
Operating expenses	289,534
Earnings from operation	$155,205

Plant and Equipment.—Miles of track (electric), 49.27, gauge, 4 ft. 8½ in.; 76 lb. to 80 lb. girder and T rail; 4 horses, 180 motor and trail cars; 1,600 H. P. Hamilton-Corliss and Wheelock engines, Gen. Elec. dynamos and motors, Pullman, Brill, St. Louis, Brownell, Ellis and own cars.

Officers.—Pres. Gen. Man. & Pur. Agt. G. S. Johnson, V. Pres. V. Shaw-Kennedy, Sec. & Treas. O. S. Gaither, Asst. Sec. & Treas. B. S. Hanchett, Jr., Ch. Engr. of Power Station B. Mayer, Elecn. F. L. Stevenson.

Directors.—C. M. Cummings, O. S. Gaither, V. Shaw Kennedy, C. R. Cummings, J. J. P. Odell, J. Kleinhaus, G. S. Johnson.

General Office, Lyon St.

References.—Description of power plant, Vol. VIII, June, '92, p. 373; operating detail, Vol. XII, Aug., '96, p. 476; description of parks (brief), Vol. XIII, Mar., '97, p. 149.

Date of information, Apr., 1897. d z

For map of road, see page 103.

South Grand Rapids Street Railway Co.—Municipal franchise granted 1889, for 30 years. Annual meeting Nov. 1.

Capital Stock, $8,900.

Funded Debt.—None.

Balance Sheet.—Dated Dec. 31, 1895.

Assets.		Liabilities.	
Cost of road	$7,462	Capital stock	$8,900
Cash	34		
Profit and loss (deficit)	1,404		
Total	$8,900	Total	$8,900

Plant.—Miles of track, 1.75; gauge, 4 ft. 8½ in.; 30 lb. rail.

Officers.—Pres. Chas. Fox V. Pres. John W. Moon, Sec. & Treas. P. T. Cook.

Directors.—Chas. Fox, John W. Moon, A. V. Mann, C. T. Hills, P. T. Cook.

Date of information, Apr., 1897. a d z

GREAT FALLS, MONT.

Population in 1890, 3,979, in 1896 (census), 11,300.

Great Falls Street Railway Co.—Chartered Apr., 1890, for 20 years.

CAPITAL STOCK, $200,000; par value, $25 per share.

FUNDED DEBT.—First mortgage bonds, authorized and issued, $150,000; int. payable Jan. and July, at office of company in Boston.

FRANCHISES.—Municipal franchises granted in 1890 expire in 1910.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers	$23,101	$26,142	$26,205	$26,091
" other sources	1,339	289	545	
" total	24,440	26,431	26,650	26,091
Operating expenses, incl'g taxes.	24,678	24,905	*28,126	23,523
Earnings from operation	†238	1,526	†1,476	2,568

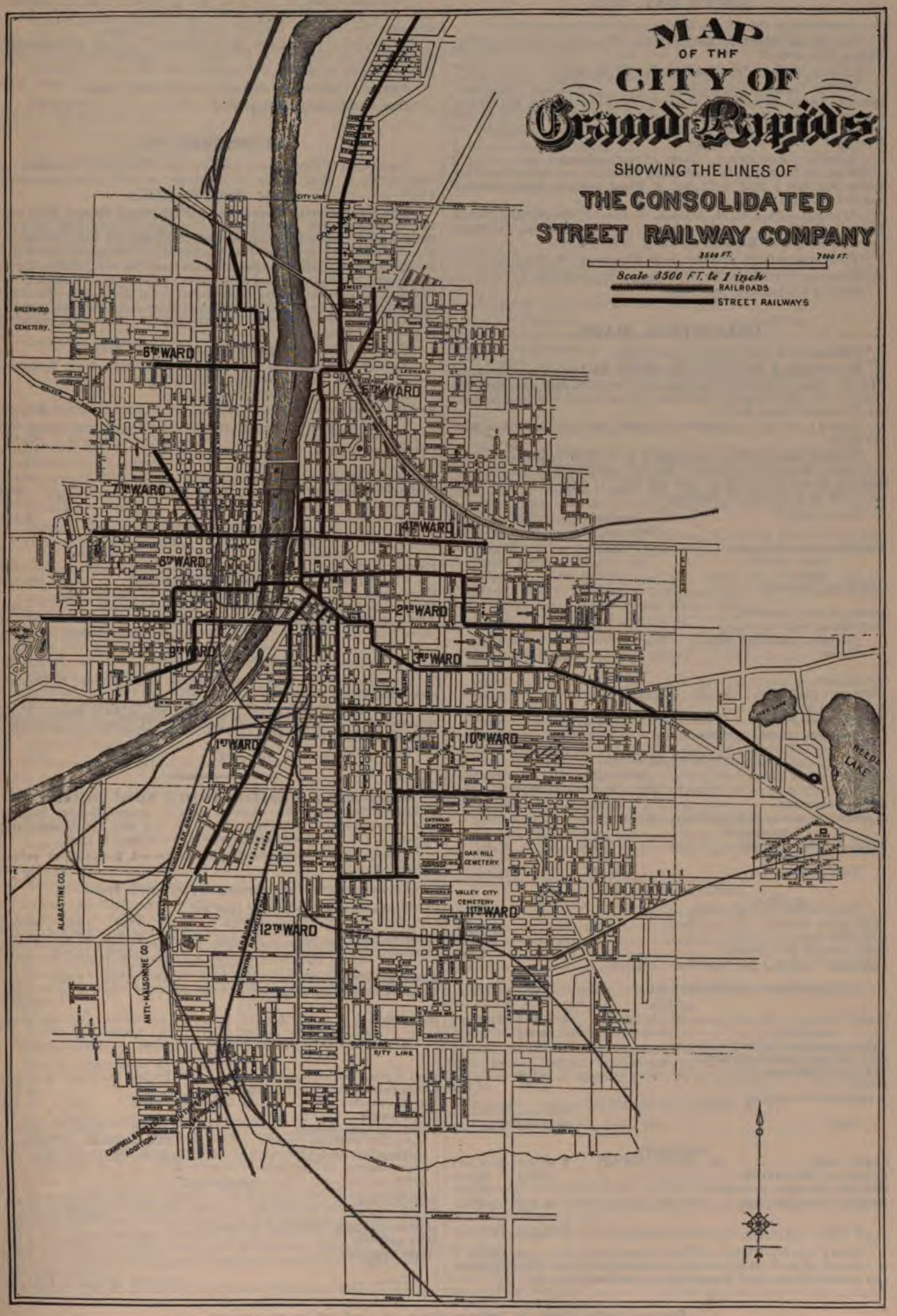
* Includes $3,700 for paving.
† Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.66; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 11 cars, of which 7 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Northern cars, McGuire trucks; rent power.

OFFICERS.—Receiver W. D. Dickinson, Pres. A. S. Bigelow (Boston), V. Pres. L. Lewisohn (New York), Sec. & Treas. G. L. Nelson (Boston), Ch. Engr. of Power Station, G. H. Jay.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 251 (ill).

Date of information, May, 1897. a d z


MAP
OF THE
CITY OF
Grand Rapids
SHOWING THE LINES OF
THE CONSOLIDATED
STREET RAILWAY COMPANY
3500 FT.
7000 FT.
Scale 3500 FT. to 1 inch
RAILROADS
STREET RAILWAYS
1ST WARD
2ND WARD
3RD WARD
4TH WARD
5TH WARD
6TH WARD
7TH WARD
8TH WARD
9TH WARD
10TH WARD
11TH WARD
12TH WARD
GREENWOOD CEMETERY
OAK HILL CEMETERY
VALLEY CITY CEMETERY
CATHOLIC CEMETERY
REED'S LAKE
ALABASTINE CO.
ANTI-KALSOMINE CO
CITY LINE
FIFTH AVE.
DIVISION AVE.
GRAND RAPIDS & INDIANA R.R.
PERE MARQUETTE R.R.
CHICAGO & WEST MICH. R.R.
GRAND RAPIDS & WESTERN R.R.
GRAND RAPIDS & INDIANA R.R.

GREEN BAY, WIS.

Population in 1880, 7,464, in 1890, 9,069, in 1895, 19,082.

Fox River Electric Railway Co.—This road commenced operation July, 1894.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued, $130,000, in treasury, $170,000; coupon, but may be registered; dated Mar. 1894, due Jan. 1924; denom. $500 and $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.5; gauge, 4 ft. 8½ in.; 45 lb. and 78 lb. girder and T rail; 20 cars, of which 12 are motor cars and 8 trail cars; Ball & Wood engines, West. dynamos and motors, Brill cars.

OFFICERS.—Pres. C. H. Holmes, V. Pres. F. W. Holman, Sec. & Treas. J. H. Elmore, Gen. Man. & Pur. Agt. A. Shewmon, Ch. Engr. of Power Station E. Rasmussen, Elecn. Wesley Eyre.

DIRECTORS.—C. H. Holmes, J. H. Elmore, F. W. Holman.

GENERAL OFFICE, 320 So. Washington St., Green Bay.

Date of information, Apr., 1897. d z

GREENFIELD, MASS.

Population in 1880, 3,903, in 1890, 5,252.

Greenfield & Turner's Falls Street Railway Co.—Chartered Apr. 15, 1895. This road was placed in operation June 24, 1895. On June 1, 1896, this company purchased the property and franchises of the Montague Street Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—Fitst mortgage 5 p. c. gold bonds, authorized and issued, $100,000, in treasury, $60,000; dated June 1, 1896; denom. $500 and $1,000; int. payable June and Dec., at office of Beacon Trust Co., of Boston, trustee of mortgage.

OPERATION.—	June 24, to Sept. 30, 1895.	Year ending Sept. 30, 1896.
Receipts from passengers	$9,760	$33,400
" other sources	102	1,457
" total	9,862	34,857
Operating expenses	4,268	19,111
Earnings from operation	5,594	15,746
Deductions from earnings.		
Interest on floating debt		6,124
Taxes		393
Net income		9,229
Dividends paid		5,200
To surplus account		4,029
Total surplus account	5,594	9,623
P. c. op. exp. to total receipts		55

OPERATING EXPENSES.

	June 24, to Sept. 30, 1895.	Year ending Sept. 30, 1896.
General expenses	$ 757	$1,328
Maintenance of way and buildings	222	1,885
" " equipment	102	1,403
Transportation expenses	3,186	11,495
Total	$4,268	$19,111

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	703,558
Car miles run	160,078
Total receipts per car mile	$.218
Operating expenses per car mile	.119

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$ 85,612	$152,417
" equipment	14,489	31,865
Other permanent investments		25,354
Bills and accounts receivable		13
Land and buildings	9,166	
Cash	4,971	18,749
Materials and supplies		325
Total	$114,238	$228,723
LIABILITIES.		
Capital stock	$ 50,000	$100,000
Loans and bills payable	58,644	40,000
Bills and accounts payable		79,101
Profit and loss (surplus)	5,594	9,622
Total	$114,238	$228,723

PLANT AND EQUIPMENT.—Miles of track (electric), 13.27; gauge, 4 ft. 8½ in.; 48 lb. T. rail; 1 horse, 13 motor cars; Gen. Elec. dynamos and motors, Wason and Massachusetts cars; water power.

OFFICERS.—Pres. F. E. Lowe, Sec. & Treas. Chas. E. Dresser, Gen. Man. Supt. & Pur. Agt. H. C. Garfield, Ch. Engr. & Ch. Engr. of Power Station O. A. Howard, Elecn. E. O. Brown.

DIRECTORS.—F. E. Lowe, N. S. Cutler, E. A. Hall, of Greenfield, Mass.; Chas. E. Dresser, A. S. Paton, of Leominster, Mass.; Charles E. Hudson, W. S. Reed.

GENERAL OFFICES, Leominster and Greenfield, Mass.

Date of information, May, 1897. a b d z

GREENSBURG, PA.

Population of Greensburg Borough and Hempfield Township in 1880, 8,786, in 1890, 14,150, of Jeannette, in 1896 (local estimates). 11,000.

The Greensburg, Jeannette & Pittsburgh Street Railway Co.—Chartered Nov. 30, 1894. The company's lines pass through the towns of Greensburg, Hufftown, Grapeville, Ft. Pitt, Jeannette, Burrell, Penn, Weyleytown, Tinkertown, Manor, Westmoreland City, Biddle, Shafton, Irwin, North Irwin, Larimer, Stewart, Walls, Turtle Creek, and there connect with the lines of the Second Avenue Traction Co., to Pittsburgh and McKeesport. In Nov., 1895, the company's lines were finished between Greensburg and Jeannette, and are now running to Penn Manor. During 1897, the lines will be extended to Irwin and Wilmerding.

CAPITAL STOCK, authorized, $500,000. issued, $187,500.

FUNDED DEBT.—First mortgage bonds, authorized, $500,000, issued, $187,500.

OPERATION.—Year ending June 30, 1896.

Receipts from passengers	$13,026
" other sources	240
" total	13,266
Operating expenses	10,033
Earnings from operation	3,233
Deductions from earnings	900
Net income	2,333

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$314,500	Capital stock	$187,500
" equipment	60,500	Funded debt	187,500
Cash assets	548	Interest on funded debt, due and accrued	9,000
Material and supplies	1,250	Accounts payable	650
Additions and betterme'ts	2,085	Profit and loss (surplus)	2,333
Total	$378,883	Total	$378,883

OFFICERS.—Pres. W. F. Sadler, Sec. & Treas. Millard F. Thompson, Supt. W. F. Sadler, Jr.

DIRECTORS.—W. F. Sadler, Lane S. Hart, Edward Bailey, W. J. Snavely, M. F. Thompson, H. S. Beetem, C. H. Gregg, L. S. Sadler, J. S. Kaufman, Thomas G. Vale.

Date of information, Apr., 1897. b z

Greensburg & Hempfield Electric Street Railway Co.—Chartered Sept. 27, 1889. Annual meeting second Monday in Jan. The Greensburg & Suburban Street Ry. Co. and the Greensburg Street Ry. Co. were consolidated with this company in 1890.

CAPITAL STOCK, authorized, $60,000, issued, $59,250; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $59,250.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$10,646	$10,538	$9,828	$8,586	$9,049
Operating expenses	11,704	10,121	7,707	7,165	7,519
Earnings from operation	*1,058	417	2,121	1,421	1,530
Deductions from earnings					5,570
Net deficit					4,040

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$ 118,500	$118,500	$118,500
Other permanent investments			4,847
Current assets	1,064	929	1,339
Other assets	5,951	5,702	
Profit and loss (deficit)	11,288	15,618	16,845
Total	$136,803	$140 749	$141,531
LIABILITIES.			
Capital stock	$ 59,250	$ 59,250	$ 59,250
Funded debt	59,250	59,250	59,250
Interest on funded debt, due and accrued			13,665
Bills payable	10,479	9,452	1,311
Other liabilities	7,825	12,797	8,055
Total	$136,803	$140,749	$141,531

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 35 lb. and 45 lb. girder and T rail; 3 motor cars, Phœnix I. W. engines, West. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. W. W. Jamison, Sec. & Treas. J. E. Keenan, Gen. Man. F. Y. Clopper, Supt. Pur. Agt. & Elecn. R. C. Reamer.

DIRECTORS.—F. Y. Clopfer, Thos. Donohoe, W. T. Sadler, H. G. Beetem, W. W. Jamison.

GENERAL OFFICE, Huff Bldg, Greensburg.

Date of information, Nov., 1896. b

GREENVILLE, MISS.

Population in 1880, 2,191, in 1890, 6,655.

Greenville Street Railway Co.—Opened Mar., 1887. This is a private road operated by Lamar Watson, of Greenville, Miss.

CAPITAL STOCK, authorized, $100,000, issued, $35,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 6; gauge, 4 ft. 8½ in., 25 lb. to 30 lb. T rail; 15 horses, 9 horse cars.

OFFICERS.—Pres. J. M. Jayne, Sec. & Treas. J. E. Negus, Supt. C. H. Wheat.

Date of information, Jan., 1894.

GREENVILLE, S. C.

Population in 1880, 6,160, in 1890, 8,607.

Street Railway Co. of the City of Greenville.

CAPITAL STOCK, $10,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 5 ft., 16 lb.; crescent rail; 17 horses, 6 horse cars.

OWNER A. G. Gower.

GENERAL OFFICE, 104 Washington St.

Date of information, May, 1897. d z

HAGERSTOWN, MD.

Population in 1880, 6,627, in 1890, 10,118.

Hagerstown Railway Co.—Chartered Mar. 12, 1896 for 40 years; municipal franchise granted Mar. 12, 1896. Annual meeting fourth Friday in Jan.

CAPITAL STOCK, authorized, $200,000, issued, $190,000, in treasury, $10,000; par value $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized and issued, $200,000; dated May 1, 1896, due 1916; denom. $100 and $500; int. payable Feb. and May, Aug. and Nov., at office of Commonwealth Guaranty Trust & Safe Deposit Co., of Harrisburg, Pa., trustee of mortgage.

OPERATION.—For period from Aug. 8, 1896, to Dec. 31, 1896.

Gross receipts	$12,940
Operating expenses and taxes	7,125
Earnings from operation	5,815
Deductions from earnings.	
Interest on bonds	5,000
Net income	815
Per cent. op. exp. to total receipts	54.9

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. 60 lb. and 68 lb. T and girder rail; 12 cars, of which 9 are motor cars and 3 trail cars; Harrisburg Foundry & Machine Works engines, Gen. Elec. dynamos and motors, Brill, New Castle and Jackson & Sharp cars, Brill and Peckham trucks.

OFFICERS.—Pres. Christian W. Lynch, V. Pres. Donald C. Halderman, Sec. John A. Herman, Treas. Wm. Jennings, Supt. W. C. Hepperle.

DIRECTORS.—Christian W. Lynch, John A. Herman, J. H. Blake, J. I. Bitner, J. Clarence Lane, Wm. Jennings, M. B. Embry.

GENERAL OFFICE, Public Square, Hagerstown.

Date of information, Apr., 1897. a d z

HALIFAX, N. S.

Population in 1881, 36,100, in 1891, 38,556.

Halifax Electric Tramway Co., Ltd.—Chartered and municipal franchise granted Mar. 20, 1895, in perpetuity. Annual meeting second Monday in Feb. This company owns all the property and franchises of the Nova Scotia Power Co., Ltd., the Halifax Street Ry. Co., and the Halifax Illuminating & Motor Co. The franchises of the company embrace the right to operate the electric railway, (described below) and to carry on an electric lighting and motor business. The street railway franchise is exclusive for 20 years. Operation commenced in Feb., 1896. This company owns the lighting plant of the city, including 9,000 incandescent and 325 arc lights, pole lines, stations, etc.

CAPITAL STOCK, authorized and issued, $600,000, with power to increase to $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds authorized and issued, $600,000, in escrow (pending completion), $245,000; dated Oct. 1, 1895; due Jan. 1, 1916; denom. $1,000; int. payable Jan. and July, at office of Bank of Nova Scotia, of Halifax and Montreal; trustee of mortgage, Eastern Trust Co., of Halifax.

NOTE.—The first mortgage bonds may be called for payment in 1900 at $105 and accrued interest.

OPERATION.—Six months ending Dec. 31, 1896.

Receipts from passengers	$61,809
" other sources	27,076
" total	87,885
Operating expenses and taxes	46,305
Earnings from operation	41,580
Interest on bonds	15,000
Net income	26,580
Total surplus account	26,580
Per cent. op. exp. to total receipts	53.3

BALANCE SHEET.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$1,200,000	Capital stock	$ 600,000
Other perm'nt invest...	13,246	Funded debt	600,000
Cash assets	30,447	Accrued interest	15,000
Bills and accts. rec'ble.	11,042	Bills and accts. payable.	26,146
Material and supplies..	9,353	Profit and loss (surplus)	26,691
Other assets	3,749		
Total	$1,267,837	Total	$1,267,837

PLANT AND EQUIPMENT.—Miles of track (electric), 9.2; gauge, 4 ft. 8½ in.; 60 lb. Johnson T and 80 lb. Johnson girder rail; 5 horses, 34 cars, of which 28 are motor cars and 6 trail cars; 680 H. P. lighting plant, 1080 H. P. railway plant; Robb, M. & S., and A. & S. engines, Can. Gen. Elec. and Walker dynamos, Can. Gen. Elec. 800 motors, Rhodes & Curry cars, Peckham trucks.

OFFICERS.—Pres. Henry M. Whitney, V. Prests. John Y. Payzant, and David MacKeen, Sec. & Treas. Benj. F. Pearson, Gen. Man. Ch. Engr. and Elecn. R. C. Brown.

DIRECTORS.—H. M. Whitney, Jas. Ross, Wm. B. Ross, David MacKeen, John Y. Payzant, F. S. Pearson, Benj. F. Pearson, Allen Haley, Adam Burns, Thos. Fyshe, Michael Dwyer.

GENERAL OFFICE, Lower Water St.

REFERENCE.—Increase of bonds, Vol. IX, Mar., '93, p. 197.

Date of information, Apr., 1897. a d z

HAMBURG, N. Y.

Population in 1880, 758, in 1890, 1,331.

Hamburg Railway Co.—Chartered Mar. 8, 1895, to construct an electric railway from a connection with the Buffalo Railway at the city line to Blasdell, Woodlawn Beach and Hamburg, principally for summer traffic. Annual meeting second Wednesday in Mar. The road is under construction and is expected to be completed and in full operation by Sept., 1898.

CAPITAL STOCK, authorized $50,000, issued, $30,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $30,000, issued, $10,000; dated Aug. 1, 1895, due 1905: int. payable Aug. and Feb.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$36,967	Capital stock	$10,000
		Funded debt	10,000
		Loans and bills payable..	16,967
Total	$36,967	Total	$36,967

PLANT AND EQUIPMENT.—Miles of track under construction, 8.25, built, 2.375; 60 lb. rail.

OFFICERS.—Pres. William M. Browne, V. Pres. Sec. & Man. Daniel W. Allen, Treas. Rollin Banta.

DIRECTORS.—H. S. Cropman, William Elwood, John O'Brian, Rollin Banta, William W. Browne, L. L. Long, H. B. Butterfield, Daniel W. Allen, of Buffalo, N. Y.; F. D. Caldwell, of West Seneca, N. Y.

GENERAL OFFICE, 601 Ellicott Sq., Buffalo, N. Y.

Date of information, Apr., 1897. b z

HAMILTON, O.

Population in 1880, 12,122, in 1890, 17,505.

Hamilton & Lindenwald Electric Transit Co.—Chartered Dec. 30, 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, $100,000; dated 1896, due 1906; denom. $500; int. payable Apr. and Oct., at office of First National Bank, of Cincinnati, O.; trustee of mortgage, S. D. Fitton, of Hamilton.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 22 cars, of which 14 are motor cars and 8 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. Thos. Millikin, V. Pres. C. Benninghofen, Treas. P. Benninghofen, Sec. Gen. Man. & Pur. Agt. Ira S. Millikin, Elecn. W. Bowman, Ch. Engr. of Power Station W. Sentney.

DIRECTORS.—Thos. Millikin, C. Benninghofen, P. Benninghofen. Ira S. Millikin, J. J. McMakin.

Date of information, Apr., 1897. a d z

Cincinnati & Miami Valley Traction Co.—Incorporated July, 1896, to construct an extension of the lines of the Dayton Traction Co. from the southern boundary of Butler County through Hamilton, Trenton, Middletown and Franklin to the northern boundary of Montgomery County. Franchises have been secured, contracts awarded, and the road is under construction, to be completed by July, 1897. The company now operates over the tracks of the Dayton Traction Co., to Dayton.

CAPITAL STOCK, authorized, $650,000.

FUNDED DEBT.—Issued, $650,000; Finance Co., of Philadelphia, trustee of mortgage.

INCORPORATORS.—Dennis Dwyer, William A. Mays, Albert Emmanuel, John T. Wolf, Albert J. Dwyer.

GENERAL OFFICE, Hamilton, O.

Date of information, May, 1897. z

HAMILTON, ONT.

Hamilton Street Railway Co.—Chartered 1873. New electric franchise dates from 1894.

CAPITAL STOCK, $205,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 62 lb. and 69 lb. girder rail; 75 cars, of which 35 are motor cars and 40 trail cars; Goldie & McCulloch and Inglis & Son engines, West. dynamos and motors, Jones cars.

OFFICERS.—Pres. Wm. Gibson, V. Pres. E. Martin, Sec., Gen. Man. & Pur. Agt. J. B. Griffith. Elecn. W. W. Dean, Ch. Engr. of Power Station J. Buchanan.

DIRECTORS.—B. E. Charlton, E. Martin, W. J. Harris, F. W. Fearman, J. Beer, J. A. Bruce, of Hamilton, Ont.; Wm. Gibson, of Beamsville, Ont.

GENERAL OFFICE, 11 Stuart St. West.

REFERENCES.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road, Vol. XI, Souv., '95, p. 35 (ill.).

Date of information, Apr., 1897. d z

Hamilton, Grimsby & Beamsville Electric Railway Co.—Chartered in 1892, in perpetuity, by special act of legislature. Annual meeting fourth Wednesday in Jan.

CAPITAL STOCK, authorized, $200,000, issued, $113,300.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $100,000, issued, $55,000, in escrow, $45,000; dated Nov. 1, 1894, due May 1, 1924; denom. $500; int. payable at office of Imperial Bank of Toronto; trustees of mortgage, A. E. Jarvis and D. R. Wilkie.

OPERATION.—	Oct. 18, 1894, to Dec. 31, 1895.	Year ending Dec. 31, 1896.
Receipts from passengers	$34,131	$35,278
" other sources (sale of bonds)	5,062	
" total	39,193	35,278
Operating expenses	24,917	24,122
Earnings from operations	14,276	11,156
Fixed charges	3,132	
Net income	11,144	

STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1896.	
Passengers carried	243,394
Car miles run	196,006
Total receipts per car mile	$.180
Operating expenses per car mile	.123

BALANCE SHEET.—Dated Dec. 31,	1895.	1896.
ASSETS.		
Permanent way	$162,964	$200,623
Real estate and buildings	25,774	25,904
Overhead line	23,370	33,457
Rolling stock	34,153	34,257
Power house equipment	24,056	24,197
Tools and implements	1,500	1,591
Material on hand	4,367	3,519
Horse and wagon	110	250
Furniture	588	710
Outstanding freight	523	305
Insurance unearned	509	510
Open accounts	175	302
Cash	1,135	815
Total	$279,224	
LIABILITIES.		
Capital stock	$108,085	$114,300
Bonds and interest	55,460	55,460
Mortgages	7,289	7,069
Outstanding accounts	3,886	1,030
Bills payable	9,821	45,063
Wages	474	607
Reserves	5,395	5,395
Net profits	11,144	11,156
Surplus	77,671	86,361
Total	$279,224	$326,440

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 4 ft. 8½ in.; 50 lb. 65 lb. and 70 lb. girder and T rail; 12 cars, of which 9 are motor cars and 3 trail cars; 2 150 H. P. engines, 2 150 H. P. generators, Inglis engines and boilers, West. dynamos and motors, Ottawa cars.

OFFICERS.—Pres. C. J. Myles, V. Pres. Wm. J. Harris, Sec. & Gen. Man. A. J. Nelles, Treas. R. S. Martin.

DIRECTORS.—A. H. Myles, C. J. Myles, W. J. Harris, Leopold Baur, Robt. Ramsay, R. S. Martin, John Gage.

GENERAL OFFICE, cor. Main and Catherine Sts., Hamilton.

REFERENCES.—Description of road, Vol. XI, Souv., '95, p. 38 (ill.); description of road, Vol. XIII, Feb., '97, p. 84.

Date of information, Apr., 1897. d z

Hamilton Radial Electric Railway Co.

CAPITAL STOCK, authorized, $1,000,000, issued, $83,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 65 lb. T rail; 8 cars, of which 6 are motor cars and 2 trail cars; Goldie & McCulloch engines, Can. Gen. Elec. dynamos and motors Patterson & Corbin and Crossen cars.

OFFICERS.—Pres. Alex. Turner, V. Pres. & Man. Director T. E. Leather, Sec. Stuart E. Malloch, Treas. W. A. Wood, Supt. C. K. Green, Ch. Engr. of Power Station W. A. Sweet.

Date of information, Apr., 1897. d z

HAMMOND, IND.

Population in 1880, 699, in 1890, 5,428.

Hammond, Whiting & East Chicago Electric Railway Co.—Chartered 1892, for 25 years. This company has favorable traffic arrangements with the South Chicago City Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated Mar. 1, 1894, due 1904; int. payable Mar. and Sept., at Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12, of road, 12; gauge, 4 ft. 8½ in.; 62 lb. girder and T rail, 9 cars, of which 7 are motor cars and 2 trail cars; Ball and Providence engines, West. dynamos and motors, Pullman cars.

OFFICERS.—Pres. A. M. Turner, V. Pres. V. S. Kennedy, Sec. & Treas. O. S. Gaither, Supt. A. J. Campbell.

GENERAL OFFICE, East Chicago, Ind.

REFERENCE.—Recent extensions, Vol. XII, Dec., '96, p. 757.

Date of information, Dec., 1896.

HAMPDEN, ME.

Population in 1880, 2,911, in 1890, 2,484.

Hampden & Winterport Railway Co.

CAPITAL STOCK, authorized and issued, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 65 lb T rail; 5 motor cars.

OFFICERS.—Pres. H. L. Mitchell, (Smith Block, Bangor, Me.), Sec. H. W. Mayo (Hampden), Treas, I. A. Kelsey (West Haven, Conn.).

Date of information, Nov., 1896. d

HAMPTON, VA.

Population in 1880, 2,684, in 1890, 6,538.

Hampton & Old Point Railway Co.

CAPITAL STOCK, authorized, $100,000, issued, $37,500.

FUNDED DEBT, $140,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 65 lb. and 72 lb. T and girder rail; 20 cars, of which 13 are motor cars and 7 trail cars; Frick and Green engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Gen. Man. Supt. & Pur. Agt. F. W. Darling, V. Pres. J. McMenamin, Sec. & Treas. H. L. Schmelz, Elecn. J. B. Crankshaw, Ch. Engr. H. B. Baker.

REFERENCE.—Description of road, Vol. IX, Feb., '93, p. 80 (ill.).

a, Apr., 1897. z

Please report.

HANNIBAL, MO.

Population in 1880, 11,074, in 1890, 12,857, in 1897 (local bank estimates), 18,000.

Hannibal Railway Co.—The property and franchises of the company were sold on Mar. 15, 1897, to D. Thomson, of Ithaca, N.Y., representing Eastern capitalists. The new company will rebuild and extend the lines, improve the equipment and erect a new power house. A new company, with a capital stock of $150,000, will be organized to build the extensions.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 cars, of which 4 are motor cars and 3 trail cars; Hamilton-Corliss engines; Gen. Elec. dynamos and motors, St. Louis cars, Bemis trucks.

OFFICERS.—Pres. & Gen, Man. D. Thomson, Sec. & Treas. W. J. Davis.

DIRECTORS —D. Thomson, W. J. Davis, I. H. O'Hern.

GENERAL OFFICE, 300 Market St.

Date of information, Apr., 1897. d z

HANOVER, MASS.

Population, 1880, 1,897, in 1890, 2,093.

Hanover Street Railway Co.—This road commenced operation on June 17, 1896.

CAPITAL STOCK, authorized, $50,000, issued, $49,200; par value, $100 per share.

OPERATION.—For period from June 17, 1896, to Sept. 30, 1896.

Receipts from passengers	$5,542
" other sources	53
" total	5,595
Operating expenses	6,931
Deficit from operation	1,336
Other deductions.	
Interest	90
Taxes	191
Net deficit	1,617
Total deficit	1,617

OPERATING EXPENSES.

For period from June 17, 1896, to Sept. 30, 1896.

General expenses	$1,338
Maintenance of way and buildings	141
" " equipment	190
Transportation expenses	5,261
Total	$6,931

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$42,663	Capital stock	$49,200
" equipment	8,019	Loans and bills payable	6,352
Land and buildings	3,125	Rentals undue	327
Cash	72	Accrued taxes	176
Material and supplies	558		
Profit and loss (deficit)	1,617		
Total	$56,055	Total	$56,055

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; 6 motor cars; West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. Chas. W. Grose, V. Pres. Chas. H. Killam, Sec. & Treas. R. H. Jenness, Supt. Geo. F. Morse.

DIRECTORS.—Chas. W. Grose, Chas. H. Killam, R. H. Jenness, Chas. L. Stevens, Geo. Whiting, Fred. C. Hinds, M. A. Coolidge.

GENERAL OFFICE, Room 313, 53 State St., Boston, Mass.

Date of information, May, 1897. b z

HANOVER, PA.

Hanover & McSherrystown Street Railway Co.—Chartered Sept. 30, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $30,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers	$6,786	$6,706
" other sources	68	
" total	6,854	6,706
Operating expenses	6,666	6,275
Earnings from operation	188	431

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$26,273	$26,580
Equipment	8,237	8,237
Material	450	418
Cash		179
Profit and loss (deficit)	1,690	486
Total	$36,650	$35,900
LIABILITIES.		
Capital stock	$30,000	$30,000
Unfunded debt	6,650	5,900
Total	$36,650	$35,900

PLANT AND EQUIPMENT.—Miles of track (electric), 3.25; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 4 cars, of which 3 are motor cars and 1 trail car; Harrisburg engines, West. and Gen. Elec. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. C. E. Ehrehart, Sec. & Pur. Agt. A. H. Melhorn, Treas. E. H. Hostetter, Gen. Supt. Esau Bailey, Elecn. J. W. Mumfer.

DIRECTORS.—L. D. Seil, E. H. Hostetter, A. H. Melhorn, J. M. Schmuck, J. A. Poist, S. L. Johns.

Date of information, Jan., 1897. b

HARRISBURG, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Harrisburg, the capital of Pennsylvania and of Dauphin County, is situated on the Susquehanna, about 100 miles northwest of Philadelphia.

Population.—The population in 1880 was 30,762, in 1890, 39,385, an increase of 28 per cent., in 1896, 48,735, an increase of 24 per cent.

Railroad Connections.—The Pennsylvania and Reading railroad systems enter the city, also the Northern Central R. R., the North & South Cumberland Valley R. R., the Schuylkill & Susquehanna R. R., the Harrisburg & Gettysburg R. R., the Philadelphia, Harrisburg & Pittsburg R. R.

Manufacturing and Commercial Interests.—A capital of about $7,050,000 is employed in the various manufacturing industries of the city, the principal productions being the outputs of extensive blast furnaces, rolling and plate mills, machine shops and manufactories of Bessemer steel; also railroad cars, carriages, cotton goods shoes, silk and bricks. The iron and steel industries of Harrisburg are very large, as the city has easy access to both iron and coal mines. It is an important railroad center. Over 8,000 hands are employed in the manufacfuring industries receiving in wages about $3,370,000, per annum,and the value of the manufactured product is about $10,500,000 per annum.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $929,000; 3 trust companies with capital and surplus of $695,090; 1 state bank with capital and surplus of $350,000; and 2 private banks. The total banking capital is $1,974,090.

Assessed Valuation.—The total assessed valuation of real and personal property is (1896) $23,500,000.

Municipal Debt.—The municipal debt of the city, less sinking funds, is (1896) $977,800.

Tax Rate.—The tax rate is (1896) $22.50 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Harrisburg Traction Co.—Chartered June 18, 1895, as a virtual consolidation of the East Harrisburg Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Harrisburg City Passenger Ry. Co. and the Middletown, Highspire & Steelton Street Ry. Co. The company holds in its treasury the entire stock issue of the East Harrisburg Passenger Ry. Co. and the Citizens' Passenger Ry. Co.

Capital Stock, authorized, $2,000,000, issued, $1,735,900; par value, $100 per share.

Funded Debt.—(See reports of leased companies.)

Operation.—	6 mos. ending Dec, 31, 1895.	Year ending Dec. 31, 1896.
Total receipts	$129,693	$232,607
Operating expenses	68,412	136,355
Earnings from operation	51,281	96,252
Fixed charges	24,214	49,504
Net income	27,067	46,748

Please note date of information at end of each report.

Balance Sheet.—Dated Jan. 1, 1897.

Assets.		Liabilities.	
Cash	$12,381	Capital stock	$1,735,900
Building construction	3,949	Notes payable	175,000
Overhead line	88	Bonded debt Citizens' Pass. Ry. Co.	75,000
Paxtang Park	1,956	Bills payable	7,807
Power station equipm't.	417	Profit and loss (surplus)	32,269
Car equipment	8,546		
Track and road'y con'n.	1,338		
Tools and machinery	1,076		
Coal supply	1,712		
Supplies	5,057		
Citiz's' Pass. R. Co.'s d't	138,298		
E. H'b'g P. Ry. Co.'s d't	111,101		
E. H'b'g P. R. Co.'s st'k	1,461,150		
Citiz's' P. Ry. Co.'s st'k.	275,376		
Bills receivable	3,531		
Total	$2,025,976	Total	$2,025,976

Plant and Equipment.—Miles of track (electric), 45; gauge, 5 ft. 2½ in.; 75 lb. and 90 lb. girder and 60 lb. T rail; 80 cars, of which 67 are motor cars and 13 trail cars; Wetherill and Harrisburg engines, Gen. Elec. and West. dynamos and motors, Brill, St. Louis and Lamokin cars.

Officers.—Pres. E. C. Felton, V. Pres. B. F. Myers, Sec. & Treas. W. J. Calder, Supt. Pur. Agt. & Elecn. F. B. Musser.

Directors.—Edward Bailey, T. D. Greenawalt, B. F. Meyers, E. Z. Wallower, A. G. Knisely, Henry A. Kelker, Henry Kelley, F. Eugene Walz, James M. Cameron, George W. Reily, C. L. Brinser, E. W. S. Parthemore, J. F. Dunkle, David Fleming, E. C. Felton.

General Office, 5 So. Market Square.

Date of information, Apr., 1897. a b d z

East Harrisburg Passenger Railway Co.—Chartered June, 1886, and rechartered 1889. Annual meeting second Monday in Jan.

Capital Stock, authorized, $1,000,000, issued, $700,000; par value, $50 per share. The stock is all in treasury of the Harrisburg Traction Co.

Funded Debt.—None.

Date of information, Apr., 1897. a b z

Harrisburg City Passenger Railway Co.—Chartered by legislative enactment on May 1, 1861. Annual meeting first Monday in May. Leased on May 1, 1891, to East Harrisburg Passenger Ry. Co. for 99 years, at rental of $15,000 per annum, and now operated by Harrisburg Traction Co.

Capital Stock, issued, $125,000; par value, $25 per share.

Dividends.—12 p. c., per annum, payable Jan. and July.

Date of information, Apr., 1897. a b z

Middletown, Highspire & Steelton Street Railway Co.—Chartered Dec. 11, 1891. Annual meeting, second Monday in Jan. This company was leased on Jan. 2, 1893, to the East Harrisburg Passenger Ry. Co. for 999 years, upon the following terms: the lessee is to pay 6 p. c. upon the capital stock in 1893, 7 p. c. in 1894, 8 p. c. in 1895, 9 p. c. in 1896, and 10 p. c. per annum thereafter, and is also to pay $400 per annum to maintain the company's corporate existence. The property is now operated by the Harrisburg Traction Co.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Funded Debt.—None.

Date of information, Apr., 1897. a b z

Citizens' Passenger Railway Co.—Chartered Jan. 6, 1892. Annual meeting second Monday in Jan. This company is now controlled and operated by the Harrisburg Traction Co.

Capital Stock, authorized, $250,000, issued, $235,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated May 1, 1894, due 1924; int. payable May and Nov., at Commonwealth Guarantee Trust Co., of Harrisburg, trustee of mortgage.

Date of information, Apr., 1897. a b z

Cumberland Valley Traction Co.—Chartered Dec. 18, 1893. This company leased the Cumberland Valley Electric Passenger Ry. Co. in 1894.

Capital Stock, $550,000, issued, $338,100.

Funded Debt, issued, $52,000.

Operation.—Year ending June 30, 1896.

Gross receipts	$4,154
Operating expenses	2,554
Earnings from operation	1,600
Deductions from earnings.	
Taxes	1,441
Rentals	150
Net income	9

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$372,609	Capital stock	$338,100
" equipment	17,491	Funded debt	52,000
Cash	9	Profit and loss (surplus).	9
Total	$390,109	Total	$390,109

Plant and Equipment.—Miles of track (electric), 9.

Officers.—Pres. Geo. W. Cumbler, Sec. Wm. K. Meyers, Treas. Wm. L. Gorgas, Supt. F. H. Alleman.

Directors.—Geo. W. Cumbler, B. F. Myers, Wm. L. Gorgas, F. H. Alleman, J. Kaufman, J. J. Baughman, J. B. Skyles, C. W. Linebaugh, S. F. Dunkle.

Date of information, Apr., 1897. b z

Harrisburg & Cumberland Electric Railway Co.—Chartered Feb. 21, 1895. Road not yet constructed. All the rights and franchises of this company are owned by the Harrisburg & Mechanicsburg Electric Ry. Co.

Capital Stock, authorized, $36,000, paid in, $1,310; par value, $50 per share.

Date of information, Apr., 1897. a z

Harrisburg & Mechanicsburg Electric Railway Co.—Chartered May 7, 1892, for 99 years. Annual meeting second Monday in Jan. This company owns all the rights, franchises, and stock of the Harrisburg & Cumberland Electric Ry. Co.

Capital Stock, authorized, $225,000, issued, $127,500, in treasury, $97,500; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon and registered gold bonds, authorized, $224,000, issued, $144,000, in treasury, $80,000; dated Sept., 1894, due 1914; denom. $100, $500 and $1,000; int. payable Sept. and Mar., at office of Harrisburg Trust Co., of Harrisburg, trustee of mortgage.

Operation.—Year ending Dec. 31, 1896.

Receipts from passengers	$18,880
" other sources	1,086
" total	19,966
Operating expenses	12,288
Earnings from operation	7,678
Deductions from earnings.	
Interest on bonds	7,792
Taxes	411
Net deficit	525

Balance Sheet.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road	$257,491	Capital stock	$127,500
" equipment	13,484	Funded debt	144,000
Profit and loss (deficit)	525		
Total	$271,500	Total	$271,500

Plant and Equipment.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 49 lb. and 56 lb. rail; 7 motor cars.

Officers.—Pres. Geo. W. Cumbler, Sec. & Treas. W. L. Gorgas, Supt. F. H. Alleman.

Directors.—T. H. Alleman, Geo. W. Cumbler, W. L. Gorgas, B. F. Myers, J. J. Baughman, C. D. Slucker, J. B. Kaufman, J. D. Landis, S. F. Dunkle.

General Office, Harrisburg.

Date of information, Apr., 1897. a b d z

HARTFORD, CONN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Hartford is situated in the center of Connecticut, on the Connecticut River. It is the capital of the State, and the seat of justice of Hartford County.

Suburbs.—The townships of Glastonbury, East Hartford, Unionville, Wethersfield, Farmington, East Windsor, Manchester, Talcottville, Poquonock, Windsor and Rainbow are connected with Hartford

Please note [illegible] of each report.

by street railway lines, which thus serve a total population of about 90,000.

Railroad and Steamboat Connections.—The Consolidated R. R., the Philadelphia, Reading & New England R. R., and the New England R. R. enter the city. Steamboats operate daily to New York.

Manufacturing and Commercial Interests.—A capital of about $14,000,000 is employed in the various manufacturing industries of the city, the principal productions being firearms, steam engines, boilers, bicycles, sewing machines, type setting machines, screws, hardware, plated and Britannia ware, belting, envelopes, pumps, furniture, hosiery and knit goods, a large trade is carried on in all these products and also in Connecticut Valley tobacco. There are a number of printing and bookbinding and fine iron working establishments.

Banking Capital.—There are now (1897) 10 national banks with a combined capital and surplus of about $9,000,000; 4 state banks, with capital and surplus of about $1,800,000; 2 trust companies, with capital and surplus of about $873,000; 4 savings banks, with surplus of about $369,000; 3 loan and investment companies, $956,000 and three private banks. The total banking capital is approximately $13,000,000.

	1880.	1890.	Latest.
Population	42,551[c]	53,230[c]	70,000[a]
Area, in square miles			17
Population per square mile			3,760
Assessed Valuation.			
Real estate $			36,808,488[b]
Personal property $			16,403,193[b]
Total $	46,255,340[c]	47,355,939[c]	53,211,681[b]
" per cap. $	1.087	890	
***Municipal Debt,** net $	3,689,855[c]	3,273,020[c]	3,674,181[d]
" " per cap. $	87	61	
Tax Rate, per $1,000 $		20.50	17.00[b]
Manufacturing Interests.			
No. of establishments	268	513	
Capital invested $	9,679,126	14,126,282	
" " per cap. $	227	265	
No. of employes	6,300	9,021	
Wages per annum $	2,848,041	5,524,518	
Cost of materials, $	6,467,460	7,942,158	
Value of product $	11,437,200	17,164,318	
Banking Capital (approx.) $			13,000,000[d]
" " per cap. $			

*Including water debt, deducting sinking fund. [a] Local estimates. [b] 1895. [c] Census. [d] 1897.

STREET RAILWAY SYSTEM—Descriptive.

Hartford has a frontage of about 5 miles on the Connecticut River, which is its eastern boundary, and a total area of about 17 square miles Asylum, Main and State Streets form the principal business district, the public square, near the junction of Main and State Streets being the business heart of the city. Hartford contains Trinity College, the Hartford Theological Institute and other educational and public institutions. The capitol occupies a commanding site in Bushnell Park. Hartford is an important center of the life, fire and accident insurance interests of the country. A street railway system of 92 miles serves the city and extends to the suburban towns. Although the change from horses to electricity has been considerably delayed in Connecticut from legislative causes, the Hartford system is now electric throughout.

The street railway mileage is controlled as follows:

	Owns
Hartford Street Ry. Co.	65
Hartford & West Hartford Horse Ry. Co.	14
Hartford, Manchester & Rockville Tramway Co.	13
Total	92

STREET RAILWAY SYSTEM—Present Companies.

Hartford Street Railway Co.—Chartered Oct. 4, 1893, in perpetuity. Annual meeting in Jan. This is a consolidation of the Hartford & Weathersfield Horse R. R. Co. and the East Hartford & Glastonbury Horse R. R. Co.

Capital Stock, authorized, $2,000,000, issued $200,000; par value, $100 per share.

Dividends, 6 p. c. per annum, payable Jan. and July.

Funded Debt.—5 p. c. debenture bonds, $300,000; dated Oct. 1, 1894, due 1914; int. payable Apr. and Oct.

5 p. c. debenture bonds, $200,000; dated Dec. 1, 1894, due 1914; int. payable June and Dec.

$500,000 in debenture bonds of the Hartford & Wethersfield Horse R. R. Co. as follows:

Series A, $100,000; dated Sept. 1, 1888, due, 1908; int. 5 p. c., payable, Mar. and Sept.

Series B and C, $200,000; dated May 1, 1890, due, 1910; int. 5 p. c., payable May and Nov.

Series D, $100,000; dated Sept. 1, 1892, due 1912; int. 5 p. c., payable Mar. and Sept.

Series E, $100,000; dated July 1, 1893, due 1913; int. 5 p. c., payable Jan. and July.

Note.—Interest on all the debentures is payable at Connecticut Trust Co., of Hartford. The debentures are subject to call at par five years after date of issue, and they must be provided for if any mortgage is made upon the property.

Operation.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers	$299,206	$404,609	$530,621
" other sources	3,890	4,763	767
" total	303,096	409,372	531,388
Operating expenses	254,997	313,471	367,170
Earnings from operation	48,099	95,901	164,218
Deductions from earnings.			
Interest on bonds	27,613	41,899	90,855
Taxes	8,535	10,967	26,373
Net income	11,951	43,035	46,990
Dividends paid	12,000	12,000	12,000
To surplus account	* 49	31,035	34,990
Per cent. op. exp. to total receipts	84.1	76.6	69.1

* Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	10,854,971
Car miles run	2,814,072
Total receipts per car mile	$.189
Operating expenses per car mile	.131

Balance Sheet.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$547,146	$1,082,882	$1,328,096
" equipment	178,723	363,692	472,020
Real estate	2,479	222,334	333,068
Cash assets	2,000	2,057	10,574
Accounts receivable	2,000	2,000	27,000
Other assets	115,477	13,657	18,558
Horses		30,847	28,222
Power house		239,408	284,721
Stock of Newington Tram. Co.			12,975
Newington Tramway Co.			1,049
Hartford Street Sprinkler Co.			305
Total	$990,677	$1,956,876	$2,516,588
LIABILITIES.			
Capital stock	$200,000	$200,000	$ 200,000
Funded debt	500,000	1,344,000	1,950,000
Bills and accts. payable	227,000	302,000	206,487
Profit and loss (surplus)	63,677	110,876	160,101
Total	$990,677	$1,956,876	$2,516,588

Plant and Equipment.—Miles of track (electric), 65; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 21 horses, 167 motor cars, 24 snow plows, sweepers and other vehicles; Ball & Wood engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Brill and American cars, Brill and Peckham trucks.

Officers.—Pres. E. S. Goodrich, V. Pres. Sam. G. Dunham, Sec. & Treas. Daniel R. Howe, Gen. Man. Norman McD. Crawford, Ch. Engr. of Power Station Frank Caum.

Directors.—Roland Mather, Jas. J. Goodwin, Chas. L. Lincoln, Daniel R. Howe, Atwood Collins, S. G. Dunham, E. S. Goodrich, of Hartford.

General Office, 346 Main St.

References.—Description of road, Vol. XI, May, '95, p. 279 (ill.); description of power plant, Vol. XI, Souv., '95, p. 65 (ill.).

Date of information, Nov., 1896. b d

Hartford, Manchester & Rockville Tramway Co.—Chartered June 6, 1894. This company leases and operates the lines of the South Manchester Light, Power & Tramway Co.

Capital Stock, authorized, $500,000, issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. bonds, authorized, $300,000, issued, $200,000; due Oct. 1, 1924; int., payable Apr., and Oct.

Operation.—	138 days ending Sept. 30, 1895.	Year ending Sept. 30, 1896.
Receipts from passengers	$24,621	$52,584
" other sources	886	1,677
" total	25,507	54,261
Operating expenses	14,386	49,066
Earnings from operations	11,121	5,195
Deductions from earnings.		
Interest	1,700	4,500
Taxes		1,022
Net income	9,421	*327

* Deficit.

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	631,836
Car miles run	254,835
Total receipts per car mile	$.213
Operating expenses per car mile	.193

Balance Sheet.—Dated Sept., 30,

	1895.	1896.
ASSETS.		
Construction	$255,053	$434,286
Equipment	36,401	70,585
Material on hand	700	1,049
Accounts receivable	866	1,216
Cash on hand	8,592	4,139
Total	$301,613	$511,275
LIABILITIES.		
Capital stock	$200,000	$300,000
Funded debt	90,000	200,000
Accounts payable	2,192	2,181
Profit and loss (surplus)	9,421	9,094
Total	$301,613	$511,275

Plant and Equipment.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 27 motor cars, 5 electric snow plows, and other vehicles; Hewes & Phillips engines, Gen. Elec. dynamos and motors, Wason cars.

Officers.—Pres. M. S. Chapman, V. Pres. R. O. Cheney, Sec. J. W. Haynes, Treas. C. H. Wickham.

Directors.—M. S. Chapman, R. O. Cheney, J. W. Cheney, of South Manchester, Conn.; H. J. Wickham, of Manchester, Conn.; L. B. Plimpton, of Hartford, Conn.; Elisha Morgan, R. W. Day, of Springfield, Mass.

General Office, South Manchester, Conn.

Date of information, Apr., 1897. b d z y

Hartford & West Hartford Horse Railroad Co.—Chartered, 1863 and Nov. 23, 1892. Annual meeting in Nov.

Capital Stock, authorized, $1,000,000, issued, $247,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $315,000, issued, $105,000; coupon, but may be registered; dated Aug. 1, 1894, due 1924; denom. $1,000; int. payable Feb. and Aug., at office of City Bank, Hartford.

Operation.—Year ending Sept. 30,

	1895.	1896.
Receipts from passengers	$41,690	$47,522
" other sources	735	4,437
" total	42,425	51,959
Operating expenses	29,055	41,318
Earnings from operations	13,370	10,641
Deductions from earnings.		
Interest	6,328	6,198
Taxes	2,388	2,562
Net income	4,654	1,881

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	629,655
Car miles run	377,260
Total receipts per car mile	$.138
Operating expenses per car mile	.110

Balance Sheet.—Dated Sept. 30,

	1895.	1896.
ASSETS.		
Construction	$357,043	$373,650
Equipment	75,297	77,528
Real estate	18,595	18,638
Materials on hand	2,500	2,500
Accounts receivable	12,391	8,857
Cash	4,443	303
Other assets	251,253	25,003
Total	$495,512	$506,479
LIABILITIES.		
Capital stock	$247,000	$247,000
Funded debt	105,000	105,000
Unfunded debt	120,498	121,067
Accounts payable	18,360	12,529
Special account		14,347
Profit and loss (surplus)	4,654	6,536
Total	$495,512	$506,479

Plant and Equipment.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 60 lb. T rail; 21 motor cars; Cooper engines, Gen. Elec. and Eddy motors, Jackson & Sharp cars.

Officers.—Pres. David Henney, Sec. W. J. Carrol, Treas. C. M. Henney, Supt. T. L. McCormack.

Directors.—David Henney, W. E. Goodwin, Samuel Frisbie, Erastus Gay, H. B. Goodwin, J. B. Henney, W. F. Henney.

General Office, Unionville, Conn.

Date of information, Apr., 1897. b d z

Hartford Suburban Railroad Co.—Chartered Jan., 1894, to control a number of city and suburban roads connecting New Britain, Middletown, Windsor and Suffield with Hartford.

Officers.—Pres. David Henney, Treas. Wilbur E. Goodwin.

Date of information, Apr., 1897. z

HARTFORD, KY.

Population in 1880, 624, in 1890, 740.

Hartford, Beaver Dam & McHenry Railway Co.—This company has secured rights of way, but the road is not yet in operation.

INTERESTED PARTIES.—H. N. Talbot, A. J. Casey, of Owensboro, Ky.

Date of information, Jan., 1897. z

HARVEY, ILL.

Population in 1890, 246, in 1894 (local estimates), 5,000.

Harvey Transit Co.—Receiver appointed in Jan., 1895.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT, authorized, $150,000, issued, $115,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; T rail; 3 motor cars; Ide engines, Short dynamos and motors, Laclede cars.

OFFICERS.—Receiver Chicago Title & Trust Co., Gen. Man. & Pur. Agt. W. J. McCorkindale.

Date of information, Apr., 1897. a z

HAVERHILL, MASS.

Population of Newbury, Newburyport, Amesbury, Merrimac, Haverhill, Seabrook and Salisbury, in 1880, 45,787, in 1890. 58,859.

Haverhill & Amesbury Street Railway Co.—Chartered 1892. Annual meeting in Oct. This company succeeded the Black Rocks & Salisbury Beach Street Ry. Co. by purchase on July 14, 1892, of the latter's capital stock. The tracks of the Haverhill & Amesbury Street Ry. Co. extend from Washington Square, in the city of Haverhill, through Haverhill, Merrimac, Amesbury and Salisbury, to Newburyport and Salisbury Beach; also from Newburyport to Plum Island and from Salisbury to Seabrook.

CAPITAL STOCK, authorized, $250,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $300,000, issued, $178,000, in escrow (see Note), $122,000; coupon, but may be registered; dated 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Black Rocks & Salisbury Beach Street Ry. Co.'s first mortgage bonds, $122,000; due 1911.

Five year 7 p. c. debenture notes, authorized, $150,000, in trust (see note), $120,500, outstanding, $29,500; due 1898.

NOTE.—$122,000 of the first mortgage bonds are held in escrow to retire the first mortgage bonds of the Black Rocks & Salisbury Beach Street Ry. Co. at maturity.

$120,500 of the debenture notes are pledged as collateral security for the company's notes.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$34,513	$92,151	$96,393	$103,018	$97,464
" other sources.	2,857	1,305	153	1,835	1,583
" total	37,370	93,456	98,346	104,853	99,047
Operating expenses	25,119	61,958	58,061	65,936	70,866
Earnings from oper.	12,251	31,498	40,284	38,917	28,181
Ded. from earnings.					
Interest on bonds	7,701	8,761	15,000	15,000	15,000
" float. debt		5,037	10,496	11,049	11,490
Taxes	3,756	1,746	2,168	2,174	1,399
Net income	794	15,954	12,621	10,694	292
Dividends paid	7,500	6,000	6,000	6,000	
To surplus account	*6,706	9,954	6,621	4,694	292
Total surplus account.	10,700	20,655	13,676	14,689	14,980
P. c. op. exp. to tot. rec.	67.1	66.3	59	62	71
" " dividends paid.	6	4	4	4	
Stock receiving div.	125,000	150,000	150,000		

*Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
General expenses	$ 7,468	$ 6,906	$ 8,423	$ 8,717
Maintena'ce of way and buildings	2,999	5,855	11,826	7,983
" " equipment	5,012	6,966	6,740	12,559
Transportation expenses	46,479	38,334	38,946	41,608
Total	$61,958	$58,061	$65,935	$70,867

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
Passengers carried	1,216,441	1,346,043	1,454,017	1,453,567
Car miles run	413,560	360,112	380,614	401,160
Total receipts per car mile.	$.226	$,273	$.276	$.247
Op. expenses per car mile..	.150	.161	.173	.177

Balance Sheet.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$199,352	$518,406	$520,932
" equipment	70.989	76,801	136,173
Cash assets	11,831	2,959	2,197
B. R. & S. B. Ry.	318,527		
Other permanent investments	54,224	54,279	
Bills and accounts receivable		6,099	7,073
Materials and supplies		3,039	5,439
Other assets		3,264	2,900
Total	$654,923	$664,847	$674,714
LIABILITIES.			
Capital stock	$150,000	$150,000	$150,000
Funded debt	300,000	329,000	329,500
Bills payable	191,247	167,408	176,484
Accrued interest		3,750	3,750
Profit and loss (surplus)	13,689	14,689	14,980
Total	$654,923	$664,847	$674,714

Plant and Equipment.—Miles of track, 31.5; operated by horses, 5, by steam, 5.5, by electricity, 21; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 10 horses, 56 cars, of which 21 are horse cars and 35 motor cars; Gen. Elec. and West. dynamos and motors, 1 locomotive, 2 Baldwin steam motors, Newburyport cars, Bemis trucks.

Officers.—Pres. Chas. Goss, Sec. & Treas. Geo. A. Butman, Supt. L. E. Lynde.

Directors.—E. P. Shaw, W. B. Ferguson, A. E. Pond, J. H. Cunningham, Chas. Goss.

General Office, 53 State St., Boston. Superintendent's office, Merrimac, Mass.

Date of information, May, 1897. a b z

HAZLETON, PA.

Population in 1880, 6,935, in 1890, 11,872.

Lehigh Traction Co.—Chartered Nov. 7, 1892, for 999 years. Annual meeting second Monday in Jan.

Leased Roads.—The company operates the property of the following electric street railroad companies under a 999 year lease, dated Mar. 8, 1893 and in consideration therefor pays the lessor companies $1 per year each:

Hazleton & Suburban Street Ry. Co.
Hazleton & North Side Electric Ry. Co.
Hazleton & South Side Electric Ry. Co.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Markle Banking & Trust Co. of Hazleton, Pa., trustee of mortgage.

Construction 5 p. c. gold bonds, authorized and issued, $55,000; coupon, but may be registered; dated Mar. 1, 1895, due 1925; denom. $1,000; free from taxes; int. payable Mar. and Sept., at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and interest guaranteed by Lehigh Traction Co.

Park 5 p. c. gold bonds, authorized, $60,000, issued, $30,000, in treasury, $30,000; coupon, but may be registered; dated Apr. 1, 1895, due 1925: denom. $1,000; free from taxes; int. payable Apr. and Oct., at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and int. guaranteed by Lehigh Traction Co.

Note.—Construction bonds were issued for the construction of car barn No. 2 at a cost of $55,000.

The Park bonds were issued for the purpose of buying and making Hazle Park at a cost of $30,000.

Treasury bonds may be issued to pay for improvements to Hazle Park.

Operation.—	Year ending June 30, 1894.	6 mos. ending Dec. 31, 1894.	Year ending Dec. 31, 1895.	Year ending Dec. 31, 1896.
Receipts from passengers	$51,264	$	$116,462	$120,880
" other sources	1,797		3,126	3,685
" total	53,061	65,360	119,588	124,565
Operating expenses and taxes..	31,335	33,612	*67,979	*64,334
Earnings from operation	21,726	31,749	51,609	60,231
Deductions from earnings.				
Int. on bonds and loans	18,750	12,500	29,910	} 32,259
Taxes			9,387	
Other deductions	268			
Net income	2,708	19,249	12,312	27,972
To surplus account			12,312	27,072
Total surplus account	2,708		34,935	62,907
P. c. op. exp. to total receipts..	59.1	51.4	56.7	51.6

*Excluding taxes.

OPERATING EXPENSES.

Year ending Dec. 31, 1896.

Maintenance of way	$ 8,807
" " equipment	6,693
Transportation expenses	38,285
General expenses	10,549
Total	$64,334

STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1896.

Passengers carried	2,620,847
Car miles run	675,119
Total receipts per car mile	$.184
Operating expenses per car mile	.095

Balance Sheet.—Dated	Dec. 31, 1894.	Dec. 31, 1895.	Dec. 31, 1896.
ASSETS.			
Cost of road and equipment	$1,649,970	$1,746,444	$1,751,551
Cash assets	4,072	289	6,633
Other permanent investments		8,065	18,463
Bills and accounts receivable		1,993	10,452
Park improvement bonds		30,000	30,000
Total	$1,654,042	$1,786,791	$1,817,099
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,000,000
Funded debt	500,000	500,000	615,000
Bills and accounts		136,856	139,191
Other liabilities	132,110	115,000	
Profit and loss (surplus)	21,931	34,935	62,908
Total	$1,654,042	$1,786,791	$1,817,099

Plant and Equipment.—Miles of track (electric), 23; gauge, 4 ft. 8½ in.; 60 lb. steel T rail; 62 cars, of which 38 are motor cars, 4 are trail cars, and 10 open and 10 closed car bodies used on motor trucks, 12 snow plows, sweepers, trucks, etc.; 2 160 and 2 250 H. P. engines, 2 160 and 2 250 H. P. dynamos, West. engines, 6 Bigelow-Manning 150 H. P. boilers, West. dynamos and motors, Brill cars and trucks.

Officers.—Pres. C. W. Kline, V. Pres. John G. Seager, Sec. E. S. Doud, Treas. N. C. Yost, Gen. Man. A. Markle, Supt. Geo. W. Thompson, Ch. Engr. A. E. Hess, Elecn. C. A. B. Houck.

Directors.—C. W. Kline, H. Dryfoos, John B. Price, John G. Seager, Geo. R. Bedford, A. Markle, Wm. S. Grant, Jr.

General Office, Hazleton, Pa.

Date of information, Apr., 1897. a b d z

HELENA, ARK.

Population in 1880, 3,652, in 1890, 5,189.

Citizens' Street Railway Co.—Chartered 1887, for 50 years. Annual meeting first Monday in July.

Capital Stock, $30,000; par value, $25 per share.

Plant and Equipment.—Miles of track (horse), 2.5; gauge, 4 ft. 8½ in.; 20 lb. T rail; 10 horses, 4 horse cars; St. Louis cars.

Officers.—Pres. H. S. Hornor, V. Pres. D. T. Hargraves, Sec. Gen. Man. & Pur. Agt. J. H. Thompson, Treas. S. H. Hornor.

Date of information, Apr., 1897. z

HELENA, MONT.

Population in 1880, 3,624, in 1890, 13,834, in 1894 (local estimates), 23,595.

Helena Power & Light Co.—This is a consolidation (in 1894) of the Helena Rapid Transit Railroad, Helena Electric Railway Co., Helena Electric Co. and the Helena Gas Light & Coke Co.

Capital Stock, $1,000,000; par value, $100 per share.

Please note date of information at end of each report.

FUNDED DEBT, about $600,000, authorized on consolidated and constituent properties.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 28 lb. to 45 lb. girder and T rail; 24 cars, of which 16 are motor cars and 8 trail cars; Corliss engines, Gen. Elec. and West. dynamos and motors; Pullman, Northern and Stephenson cars.

OFFICERS.—Pres. H. M. Parchen, V. Pres. T. A. Marlow, Sec. H. L. Walker, Treas. Herman Gans.

GENERAL OFFICE, Main St. and 6th Ave.

REFERENCES.—HELENA ELECTRIC RY. CO.—Description of road, Vol. IX, Apr., '93, p. 247 (ill.). HELENA RAPID TRANSIT R. R.—Description of road, Vol. IX, Apr., '93, p. 248.

Date of information, Apr., 1897. a d z

HENDERSON, KY.

Population in 1880, 5,365, in 1890, 8,830.

Henderson Electric Street Railway Co.—This is a reorganization, in 1894, of the Henderson Street Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $15,000; dated Jan. 1, 1895, due 1915; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized and issued, $25,000; dated Jan. 1, 1895, due 1915; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 19 cars, of which 12 are motor cars and 7 trail cars; McIntosh & Seymour engines, Stephenson cars.

OFFICERS.—Pres. W. E. Whitney; Treas. David Banks, Gen. Man., J. N. Alsop, Supt. J. N. Miller, Ch. Engr. Geo. Thompkins, Ch. Engr. of Power Station, Wm. Hedges.

DIRECTORS.—W. E. Whitney, J. N. Alsop, David Banks, Reuben A. Miller, Elijah Sebree.

Date of information, Oct., 1895.

HENDERSONVILLE, N. C.

Population in 1880, 554, in 1890, 1,216, in 1896 (local estimates), 1,800.

Hendersonville Street Railway Co.

CAPITAL STOCK, $6,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 3 horses, 3 horse cars; Stephenson cars.

OFFICER.—Owner & Gen. Man. S. V. Pickens.

GENERAL OFFICE, 1 S. End Main St.

Date of information, Apr., 1897. z

HILLSBORO, TEX.

Population in 1890, 2,541, in 1897, 7,056.

Hillsboro Electric Street Railway Co.

OFFICERS.—Pres. J. T. Voss, V. Pres. H. W. Carter, Sec. R. Potts, Treas. C. A. Sullenberger; Vaughan & Sullenberger, attorneys.

DIRECTORS.—J. T. Voss, of Fort Worth, Tex.; H. W. Carter, A. L. Smith, C. A. Sullenberger, S. F. Sullenberger, J. F. McKenzie, R. Potts.

Date of information, Apr., 1897. z

HINGHAM, MASS.

Population in 1880, 4,485, in 1890, 4,564.

Hingham Street Railway Co.—Chartered Feb. 1, 1895; municipal franchise granted Jan. 18, 1895. Annual meeting Feb. 8. This company operates the Nantasket Beach Electric Street Ry.

CAPITAL STOCK, authorized and issued, $159,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $200,000, issued, $140,000; dated June, 1896, due 1916; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment at a price of $1,050 and accrued interest.

* OPERATION.—Four months ending Sept. 30, 1806.

Receipts from passengers	$22,584
" other sources	1,433
" total	24,017
Operating expenses	20,526
Earnings from operation	3,491
Deductions from earnings.	
Interest on bonds	2,033
Taxes	454
Net income	1,004

* Road was not entirely completed until Aug. 14, 1896.

OPERATING EXPENSES.

Four months ending Sept. 30, 1896.

General expenses	$ 4,157
Maintenance of way and buildings	886
" " equipment	871
Transportation expenses	14,612
Total	$20,527

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$192,877	Capital stock	$145,000
" equipment	44,277	Funded debt	125,000
Other perm't invest's	60,303	Accrued interest	2,033
Cash assets	2,227	Bills and acc'ts payable	29,317
Bills and accts. rec'ble	5,037	Other liabilities	2,612
Material and supplies	245	Profit and loss (surplus)	1,004
Total	$304,966	Total	$304,966

PLANT AND EQUIPMENT.—Miles of track (electric), 18.54; gauge, 4 ft. 8½ in.; 58 lb. T rail; 20 motor cars; 700 H. P. station plant, McEwen engines, McEwen dynamos, Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Pres. S. Reed Anthony, Sec. Walter B. Foster, Treas. W. A. Tucker, Gen. Man. G. F. Wells, Ch. Engr. of Power Station Joseph McCampbell.

DIRECTORS.—Bradford Wilder, S. Reed Anthony, W. A. Tucker, Walter B. Foster, A. L. Register, David Pepper, Jr., Arthur H. Brooks.

GENERAL OFFICE, Hingham, Mass.

REFERENCE.—Description of road (brief), Vol. XII, July, '96, p. 441.

Date of information, Apr., 1897. a b d z

Nantasket Electric Street Railway Co.—Chartered Feb. 9, 1895. Annual meeting second Wednesday in Oct. The lines of this company are operated by the Hingham Street Ry. Co.

CAPITAL STOCK, authorized and issued, $12,500; par value, $100 per share.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$24,415	Capital stock	$12,500
" equipment	3,913	Bills and accts. payable	16,398
Other permanent invest's.	712	Other liabilities	200
Cash	13	Profit and loss (surplus)	1,671
Bills and accts. receivable	1,716		
Total	$30,769	Total	$30,769

PLANT AND EQUIPMENT.—Miles of track (electric), 2.2; gauge, 4 ft. 8½ in.; 58 lb. rail.

OFFICERS.—Pres. David Pepper, Jr., Sec. & Treas. Albert Layton, Register, Supt. Gardner Wells.

DIRECTORS.—David Pepper, Jr., Albert Layton Register, C. Walter Palmer, John De W. Duncan, Gardner Wells.

GENERAL OFFICE, Hingham, Mass.

Date of information, Apr., 1897. a b z

HOBOKEN, N. J.

For municipal statistics see Jersey City, N. J.

New Jersey Electric Railway Co.—Chartered Sept., 1894, for 999 years. Annual meeting Oct. This is a consolidation of the Jersey City, Hoboken & Rutherford Electric Ry. Co., and Paterson, Passaic & Rutherford Electric Ry. Co. Part of this road commenced operation in Apr., 1893, and the balance Mar. and June, 1895.

Capital Stock, authorized, $3,500,000, issued, $2,600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $3,500,000, issued, $2,367,000, in treasury, $1,133,000; coupon, but may be registered; dated Nov. 1, 1894, due 1944; denom. $1,000; int. payable May and Nov., at office of The Mercantile Trust Co., of New York, trustee of mortgage.

Of the unissued $1,133,000 mortgage bonds now in the treasury $233,000 may be issued to improve the present line, and $900,000 may be issued and sold for extra equipment, extensions or improvements under certification, and to purchase contiguous or connecting lines free of bonded debt.

Note.—The coupons for Nov., 1895, were paid half in cash and half in scrip, the latter redeemable in either cash or bonds at option of company, in May, 1897.

Franchises.—Municipal franchises have been granted in Jersey City, Hoboken, West Hoboken, North Bergen, Bergen, E. Rutherford, Rutherford, Boiling Springs, Passaic, Ackquackanonck, Paterson, Little Falls, Singac.

Plant and Equipment.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 128 cars, of which 122 are motor cars and 6 trail cars; 98 double 30 H. P. motors and 14

Please note date of information at end of each report.

double 50 H. P. motors; 3,000 H. P. engines, 3,000 H. P. dynamos, Bass Foundry Co. engines, West. dynamos and motors. Brill, Laconia and St. Louis cars.

Officers.—Pres. & Gen. Man. John L. Heins, V. Pres. & Treas. Thomas D. Jordan, Sec. John J. Scanlan, Supt. J. C. Cameron, Ch. Engr. R. J. Russell, Elecn. Thomas McAndrew.

Directors.—John L. Heins, Thos. D. Jordan, Jas. A. Morrisse, Wm. H. McIntyre, Frances C. Van Dyk, Geo. V. Turner, Chas. Curie.

General Office, Hoboken, N. J.

References.—JERSEY CITY, HOBOKEN & RUTHERFORD ELECTRIC RY.—Description of road (brief) Vol. X, July, '94, p. 424; description of road, Vol. XI, Aug., '95, p. 496 (ill.).

Date of information, May, 1897. a z

HOLLAND, MICH.

Population in 1880, 2,620, in 1890, 3,945.

Holland & Saugatuck Electric Railway Co.—This company has been granted a franchise and the road is expected to be in operation by Aug., 1897. E. J. Harrington, of Holland, Mich., is interested in this company.

Date of information, May, 1897. z

HOLYOKE, MASS.

Population in 1880, 21,915, in 1890, 35,637, in 1895, 40,322.

Holyoke Street Railway Co.—Chartered June 11, 1884. Annual meeting in Jan.

CAPITAL STOCK, authorized, $400,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized and issued, $250,000; dated Apr. 1, 1895, due 1915; denom. $500 and $1,000; int. payable Apr. 1 and Oct. 1, at office of Holyoke National Bank, of Holyoke.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from passen's.	$64,614	$81,595	$74,266	$111,076	$172,025
" other sources..	373	1,044	1,161	1,471	1,515
" total.....	64,987	82,639	75,427	112,547	173,540
Operating expenses..	36,544	54,428	48,546	69,627	112,729
Earn. from operation.	28,443.	28,211	26,881	42,920	60,811
Deduc. from earn.					
Int. charges.....	516			5,902	18,380
Taxes.....	836	2,675	3,524	7,565	4,007
Other deductions..				6,591	
Net income.....	27,091	25,536	23,356	22,862	38,424
Dividends paid.....	14,000	20,000	20,000	20,000	20,000
To surplus account..	13,091	5,536	3,356	2,862	18,424
Total surplus acct...	34,771	40,308	43,664	46,526	52,450
Per ccent op. exp. to total receipts.....					65

DIVIDENDS, 6 p. c. in 1890 and '91 and 8 p. c. per annum since 1892.

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$ 17,339
Maintenance of way and buildings	11,756
" " equipment	12,540
Transportation expenses	71,094
	$112,729

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	3,440,500
Car miles run	803,712
Total receipts per car mile	$.216
Operating expenses per car mile	.140

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$149,741	$307,163	$393,046
" equipment	84,821	148,014	134,545
Other permanent property	41,534	202,729	208,546
Cash and current assets	17,568	6,615	15,154
Total	293,664	664,521	$751,291
LIABILITIES.			
Capital stock	$250,000	$250,000	$400,000
Funded debt		250,000	250,000
Loans and bills payable		117,995	48,841
Profit and loss (surplus)	43,664	46,526	52,450
Total	$293,664	$664,521	$751,291

PLANT AND EQUIPMENT.—Miles of main line 18.289; of second track, 4.004; of sidings. 2.188, total, track (electric) 24.481; gauge, 4 ft. 8½ in.; 56 lb. T rail; 4 horses, 73 motor cars; 1,200 H. P. station plant; Providence-Green engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Wason cars, Bemis trucks

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Wm. S. Loomis, Sec. & Treas. W. R. Hill, Supt. G. H. Hunter, Elecn. & Ch. Engr. of Power Station A. J. Barstow.

DIRECTORS.—Wm. S. Loomis, John Olmstead, A. E. Smith, A. B. Johnson, Frederick Harris, J. G. Mackintosh, N. D. Winter, William R. Hill, J. F. Sullivan.

GENERAL OFFICE, 23 Canal St.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23.

Date of information, May, 1897. a b d z

Mt. Tom Railroad Co.—Chartered to build an inclined electric railway from Mountain Park to the summit of Mt. Tom. The road is under construction, and as soon as it is completed it will be leased to and operated by the Holyoke Street Ry. Co. for fifty years.

CAPITAL STOCK, authorized, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1; 2 motor cars.

OFFICERS.—Same as Holyoke Street Ry. Co.

Date of information, May, 1897. a z

HOMESTEAD, PA.

Population in 1880, 592; in 1890, 7911.

Homestead & Highlands Street Railway Co.—Chartered Sept. 6, 1892. Annual meeting, second Tuesday in Jan.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $100,000, issued, $20,000; dated June 1, 1894, due 1914; int. payable June and Dec., at office of Pittsburgh Trust Co., trustee of mortgage.

OPERATION.—Year ending Dec. 31, 1896.

Gross receipts	$35,662
Operating expenses	27,593
Earnings from operation	8,069

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$284,328	Capital stock	$200,000
" " equipment	90,711	Funded debt	20,000
Cash	458	Loans and bills payable.	165,323
Open accounts	19,583	Sundries	6,898
Materials and supplies..	1,606	Mortgages payable	7,300
Profit and loss (deficit)..	2,835		
Total	$399,521	Total	$399,521

PLANT AND EQUIPMENT.—Miles of track (electric), 4; 8 cars, of which 7 are motor cars and 1 trail car.

OFFICERS.—Pres. Thos. A. Noble, V. Pres. R. G. Wood, Gen. Man. S. J. McFarren, Sec. J. Harper Adams. Treas. Louis Rott.

DIRECTORS.—R. G. Wood, T. A. Noble, L. A. Rott, Jacob Trautman, S. J. McFarren.

Date of information, Apr., 1897. a b z

HOOSICK FALLS, N. Y.

Population in 1880. 4,530, in 1890, 7,014.

Hoosick Railway Co.—Chartered June 9, 1893. Annual meeting first Wednesday in Aug.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $60,000; dated July, 1894, due 1924, but subject to call after 1904; int. payable Jan. and July, at International Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers	$12,496	$ 9,521
" other sources	125	39
" total	12,621	9,560
Operating expenses	9,807	8,974
Earnings from operation	2,814	586
Deductions from earnings.		
Interest on funded debt	3,600	3,600
Other interest		133
Taxes	332	420
Deficit	1,118	3,567
Total deficit	2,056	5,623

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$1,356
Transportation expenses	5,599
Maintenance of way and buildings	485
" " equipment	1,534
Total	$8,974

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried	259,583	200,408
Car miles run	99,369	92,231
Total receipts per car mile	$.127	$.104
Operating expenses per car mile	.099	.098

BALANCE SHEET.—Dated June 30.

	1895.	1896.
ASSETS.		
Cost of road	$92,000	$ 92,000
" equipment	30,083	30,504
Cash on hand	546	
Open accounts	3,114	3,768
Material and supplies	994	847
Profit and loss (deficit)	2,056	5,623
Total	$128,792	$132,742
LIABILITIES.		
Capital stock	$60,000	$60,000
Funded debt	60,000	60,000
Cash overdrawn		96
Interest on funded debt due and accrued	3,600	7,200
Loans	3,960	3,179
Accounts payable	1,232	2,267
Total	$128,792	$132,742

PLANT AND EQUIPMENT.—Miles of track (electric), 5.15; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 cars, of which 6 are motor cars and 2 trail cars; Walker dynamos and motors, Morse cars.

OFFICERS.—Pres. F. H. Twitchell, Sec. Supt. & Pur. Agt. C. B. Story, Treas. G. C. Moses.

DIRECTORS.—G. C. Moses, S. D. Locke, L. E. Worden, F. L. Stevens, Jos. Buckley, F. H. Twitchell, W. M. Holmes, C. B. Story, T. Hoctor.

REFERENCE.—Description of road, Vol. X, Sept., '94, p. 554 (ill.).

Date of information, Apr., 1897. a b d z

HORNELLSVILLE, N. Y.

Population in 1880, 8,195, in 1890, 10,096.

The Hornellsville Electric Railway Co.—Chartered Dec. 16, 1891. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $50,000; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at Fourth National Bank, New York.

Second mortgage 6 p. c. bonds, authorized, $20,000, issued, $6,000; dated Jan. 1, 1895, due 1915; denom. $500; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$	$	$	$12,707
" other sources				516
" total	13,848	13,047	14,823	13,223
Operating expenses	11,938	14,115	12,304	12,983
Earnings from operation	1,910	*1,069	2,519	240
Deductions from earnings	2,775	2,876	3,243	
Interest				3,700
Taxes				601
Deficit	865	3,945	724	4,061
Total deficit		4,810	5,534	9,595

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 1,834	$ 2,032
Transportation expenses	9,245	8,994
Maintenance of way and buildings	282	790
" " equipment	942	1,167
Total	$12,303	$12,983

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried	255,263	$264,796
Car miles run	124,122	177,025
Total receipts per car mile	$.119	$.075
Operating expenses per car mile	.099	.074

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$104,797	$111,772	$116,907
Bonds other companies	9,500	5,000	
Cash	184		39
Other assets	909	734	340
Profit and loss (deficit)	4,810	5,533	9,594
Total	$120,200	$123,040	$126,880
LIABILITIES.			
Capital stock	$ 50,000	$ 50,000	$ 50,000
Funded debt	46,500	50,000	56,000
Int. on funded debt due and accrued.		2,500	3,700
Bills payable	21,200		
Accounts payable		20,000	17,180
Other liabilities	2,500		
Due bank		540	
Total	$120,200	$123,040	$126,880

PLANT AND EQUIPMENT.—Miles of track (electric), 5.06; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. girder and T rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. C. Adsit, Sec. De M. Page, Treas. G. T. Rehn, Supt. C. M. Boyce.

DIRECTORS.—Ira Davenport, of New York; Geo. M. Brill, David L. Magruder, of Phila.; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn, John O. Adsit, of Hornellsville.

GENERAL OFFICE, 119 Main St.

Date of information, Apr., 1897. a b d z

The Hornellsville & Canisteo Railway Co.—Chartered May 2, 1892. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated Oct. 1, 1892, due 1912; int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1894.	1895.	1896.
Receipts from passengers	$18,848	$15,925	$14,863
" other sources	208	30	293
" total	19,056	15,955	15,156
Operating expenses	10,064	10,613	8,549
Earnings from operation	8,992	5,342	6,607
Deductions from earnings.			
Interest on bonds	3,000	4,200	4,200
Taxes	343	673	602
Rentals	1,200		
Net income	4,449	469	1,804
Total surplus account	5,868	6,338	8,142

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 1,619	$1,322
Transportation expenses	6,934	5,333
Maintenance of way and buildings	1,614	1,057
" " equipment	446	837
Total	$10,613	$ 8,549

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried	332,541	315,852
Car miles run	95,060	94,680
Total receipts per car mile	$.168	$.161
Operating expenses per car mile	.111	.090

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$108,918	$117,548	$117,762
Other permanent investments (park)	6,396		
Cash	400	816	2,121
Other assets	192		284
Canisteo Valley Ry. Co.		174	175
Total	$115,905	$118,538	$120,342
LIABILITIES.			
Capital stock	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000
Int. on funded debt, due and accured		4,200	4,200
Accounts payable		2,500	2,500
Canisteo Valley Ry. bonds		5,500	5,500
Bills payable	2,500		
Other liabilities	7,537		
Profit and loss (surplus)	5,868	6,338	8,142
Total	$115,905	$118,538	$120,342

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. De M. Page, Sec. C. Adsit, Treas. G. T. Rehn, Supt. C. M. Boyce.

DIRECTORS.—Ira Davenport, of New York; Geo. M. Brill D. L. Magruder, of Phila.; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn John O. Adsit, of Hornellsville.

GENERAL OFFICE, 119 Main St.

Date of information, Apr., 1897. a b d z

Please note date of information at end of each report.

HOT SPRINGS, ARK.

Population in 1880, 3,554, in 1890, 8,086.

Hot Springs Street Railroad Co.—This company is the successor to the Hot Springs Street R. R. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $250,000; dated June, 1, 1894, due 1924; int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.8; gauge, 4 ft.; 48 lb. T rail; 37 cars, of which 18 are motor cars and 19 trail cars; Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Pres. S. W. Fordyce, Sec. C. E. Maurice, Treas. Man. & Pur. Agt. C. G. Convers.

GENERAL OFFICE, 615 Park Ave.

REFERENCES.—HOT SPRINGS STREET RAILROAD CO.—Description of road, Vol. X, July, '94, p. 441 (ill.); Vol. X, Souv., '94, p. 50. HOT SPRINGS ELECTRIC LIGHT & POWER CO.—Description of road, Vol. X, July, '94, p. 443 (ill.).

Date of information, Apr., 1897. z

Fountain & Suburban Railroad Co.—This company is controlled by the Hot Springs Street R. R. Co.

CAPITAL STOCK, $20,000.

PLANT AND EQUIPMENT.—Miles of track, 1; gauge, 4 ft., 35 lb. T rail.

Date of information, Apr., 1897. z

HOUSTON, TEX.

Population in 1880, 16,513; in 1890, 27,557; in 1895 (local estimates), 60,000.

Houston Electric Street Railway Co.—This is a reorganization of the Houston City Street Ry. Co., which was sold under foreclosure of mortgage on May 5, 1896, to parties representing the bondholders. Annual meeting, second Tuesday in Mar. This company controls a franchise granted on Oct. 23, 1890, for 35 years.

CAPITAL STOCK, authorized, $2,000,000, issued, $1,000,000; in treasury, $572,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 7 p. c. gold coupon bonds, authorized, $142,000; issued, $137,000, in treasury, $2,500; dated July 1, 1884, due 1899; demon. $500; int. payable Jan. and July, at office of International Trust Co., of Boston; trustee of mortgage Union Trust Co., of New York.

Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $730,000; in escrow $150,000; in treasury, $120,000; dated Sept. 1896, due 1916; denom. $500 and $1,000; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—Treasury bonds may be issued for improvements and extensions.

The first mortgage bonds may be called for payment at one month's notice and at a price of par and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 45 lb. 65 lb. and 75 lb. T rail; 8 mules; 89 cars, of which 20 are horse cars, 57 are motor cars and 12 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill, Stephenson, St. Louis and Brownell cars; McGuire, Bemis and Johnson trucks.

OFFICERS.—Pres. & Treas. A. N. Parlin, V. Pres. Austin Corbin, Sec. & Pur. Agt. H. C. Chase, Gen. Man. A. H. Hayward, Supt. E. S. Eels, Ch. Engr. Jno. F. Usener.

DIRECTORS.—A. N. Parlin, Austin Corbin, E. P. Hill, T. W. House, W. D. Cleveland, J. H. Kirby, A. H. Hayward, H. C. Chase, George E. Smith.

GENERAL OFFICE, 502-4 Travis St.

REFERENCE.—Description of road, Vol. X, May, '94, p. 312 (ill.); Vol. X, Souv., '94, p. 44.

Date of information, Apr., 1897. a z

HUDSON, N. Y.

Population in 1880, 8,670, 1890, 9,970.

Hudson Electric Railway Co.—Chartered Apr., 1897, as the successor to a company of the same name, whose property was sold on Mar. 6, 1897, at a receiver's sale. The new owners of the road will put it in first-class condition. Annual meeting, second Thursday in Oct.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated July 1, 1892, due 1912; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$18,049	$17,240	$15,006	$15,440	$15,650
Operating expenses	10,380	10,322	9,784	9,351	12,863
Earnings from operation	7,668	6,918	5,222	6,089	2,787
Deductions from earni's.	2,976	3,181	3,626	3,564	
Interest					3,000
Taxes					1,258
Net income	4,692	3,737	1,596	2,525	*1,471
Dividends paid, 6 p. c.	3,000	3,000			
To surplus account	1,692	737	1,596	2,525	
Total surplus account	5,449	6,186	7,782	2,952	1,481

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$1,473	$ 2,339
Transportation expenses	6,974	9,254
Maintenance of way and buildings	209	264
" " equipment	696	1,006
Total	$9,351	$12,863

BALANCE SHEET.—Dated June 30, 1894. 1895. 1896.

ASSETS.

	1894.	1895.	1896.
Cost of road	$109,666	$ 97,278	$100,179
" equipment	6,698	23,382	26,230
Cash assets	1,109	228	62
Other assets	114	1,125	
Profit and loss (deficit)			1,481
Total	$117,587	$122,014	$127,952

LIABILITIES.

	1894.	1895.	1896.
Capital stock	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000
Interest			3,000
Bills payable	4,002		
Accounts payable		5,360	4,701
Loans		13,702	20,251
Other liabilities	13,157		
Profit and loss (surplus)	427	2,952	
Total	$117,587	$122,014	$127,952

PLANT AND EQUIPMENT.—Miles of track (electric), 2.4; gauge, 4 ft. 8½ in.; 35 lb. and 90 lb. T and girder rail; 13 cars, of which 4 are motor cars, and 9 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Act'g Treas. H. McGonegal, Sec. E. J. Hodge,

DIRECTORS.—S. D. Lake, of Port Jervis, N. Y.; E. J. Hodge, H. McGonegal, A. J. Kowles, of Hudson, N. Y.; N. F. Wales, of Syracuse, N. Y.

GENERAL OFFICE, Hudson, N. Y.

Date of information, Apr., 1897. b y

HULL, MASS.

Population in 1880, 383, in 1890, 989.

Hull Street Railway Co.

CAPITAL STOCK, authorized and issued, $20,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $20,000; dated July 1, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from passengers.				$6,742	$5,594
" other sources				75	
" total	$5,295	$5,614	$7,648	6,817	5,594
Operating expenses	4,344	3,205	4,907	4,010	5,636
Earnings from operation.	951	2,409	2,741	2,807	*42
Deductions from earn'gs.	1,182	1,117	1,669		
Interest on bonds				1,200	866
" floating debt.				195	66
Taxes				156	
Net income	*230	1,292	1,045	1,256	*977
Total surplus account	70	1,361	2,434	3,390	

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1896.	
General expenses	$ 823
Maintenance of way and buildings	2,005
" " equipment	539
Transportation expenses	2,269
Total	$5,636

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	112,898
Car miles run	16,305
Total receipts per car mile	$.347
Operating expenses per car mile	.348

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$27,973	$27,562	$26,693
" equipment	13,096	12,741	10,322
Cash assets	1,651	177	5,492
Land and buildings	4,100		
Other permanent investments		4,100	2,100
Bill and accounts receivable		1,653	172
Profit and loss (deficit)			974
Total	$46,820	$46,233	$45,754
LIABILITIES.			
Capital stock	$20,000	$20,000	$20,000
Funded debt	20,000	20,000	20,000
Accrued interest		300	300
Bills payable	4,386	2,543	5,454
Profit and loss (surplus)	2,434	3,390	
Total	$46,820	$46,233	$45,754

PLANT AND EQUIPMENT.—Miles of track (electric), 2.4; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 7 cars, of which 4 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. David Pepper, Jr., Sec. Albert L. Register, Treas. Wm. A. Tucker, Supt. G. F. Wells.

DIRECTORS.—E. P. Shaw, of Newburyport, Mass.; Wm. A. Tucker, of Boston, Mass.; David Pepper, Jr., Albert L. Register, Wm. A. Warr, of Philadelphia, Pa.

GENERAL OFFICE, 50 State St, Boston.

Date of information, Apr., 1897. a b

HUNTINGTON, N. Y.

Population in 1880, 2,952, in 1890, 3,028.

Huntington Railroad Co.—Chartered May, 1890. Annual meeting second Tuesday in July.

CAPITAL STOCK, authorized and issued, $30,000; par value, $10 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $30,000, issued, $26,000; coupon, but may be registered; dated 1890, due 1920; denom. $500; int. payable June and Dec., at office of Atlantic Trust Co., New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$6,189	$6,474	$6,260	$6,224	$5,726
Operating expenses	3,627	3,687	3,832	3,876	2,937
Earnings from operation.	2,561	2,787	2,427	2,347	2,789
Deductions from earn'gs.	1,507	1,517	1,541	1,496	1,538
Net income	1,054	1,270	886	851	1,251
Dividends paid	900	1,200	1,200	600	750
To surplus account	154	70	*313	251	501
Total surplus account	668	738	424	675	1,176

* Deficit.

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 381
Transportation expenses	2,217
Maintenance of way and buildings	179
" " equipment	160
Total	$2,937

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	71,280
Car miles run	27,680
Gross receipts per car mile	$.207
Operating expenses per car mile	.105

DIVIDENDS.—In 1891, 3 p. c.; in 1892, 4 p. c.; in 1893. 4 p. c.; in 1894, 2 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$56,044	$56,085	$56,085
Cash assets	289	502	1,104
Other assets	202	268	99
Total	$56,534	$56,856	$57,288
LIABILITIES.			
Capital stock	$30,000	$30,000	$30,000
Funded debt	26,000	26,000	26,000
Other liabilities	110	180	111
Profit and loss (surplus)	424	676	1,177
Total	$56,534	$56,856	$57,288

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 30 lb. T rail; 10 horses, 3 horse cars; Stephenson cars.

OFFICERS.—Pres. E. D. Davidson, V. Pres. John F. Wood, Sec. Doughlas Conklin, Treas. Gen. Man. & Pur. Agt. I. Rogers.

GENERAL OFFICE, Huntington, N. Y.

Date of information, May, 1897. a b d z

HUNTINGTON, W. VA.

Population in 1880, 3,174, in 1890, 10,108, in 1894, 15,000.

Consolidated Light & Railway Co.—Chartered July 10, 1892, for 40 years. Annual meeting in July. This company owns the gas works of Huntington.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $100,000; trustee of mortgage, Campbell & Holts.

PLANT AND EQUIPMENT.—Miles of track, 11; operated by electricity, 10, by horses, 1; gauge, 4 ft. 8½ in.; 42 lb., 56 lb. and 60 lb. girder and T rail; 3 horses, 12 cars, of which 1 is a horse car, 7 are motor cars and 4 trail cars; Hamilton-Corliss, Taylor and Buckeye engines, West. dynamos and motors, Laclede and St. Louis cars.

OFFICERS.—Pres. J. L. Caldwell, V. Pres. F. F. McCoullough, Sec. & Gen. Man. W. W. Magoon, Treas. Geo. F. Miller, Ch. Engr. & Ch. Engr. of Power Station J. A. Cassler, Elecn. E. M. Edwards.

DIRECTORS.—R. A. Goodwin, Rufus Switzer, J. L. Caldwell, B. W. Foster, Geo. F. Miller, F. L. Doolittle, F. F. McCullough, D. W. Emmons (Huntington), D. I. Smith (Guyandotte, W. Va.).

GENERAL OFFICE, 904½ Third Ave.

Date of information, Apr., 1897. d z

HUTCHINSON, KAN.

Population in 1880, 1,540, in 1890. 8,682.

Hutchinson Street Railway Co.—Chartered Sept. 9, 1886, for 40 years. Annual meeting Sept. 1.

CAPITAL STOCK, authorized, $100.000, issued, $45,000.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (horse), 8; gauge, 4 ft. 6 in., 20 lb. T rail; 40 horses, 14 horse cars; Brownell and Laclede cars.

OFFICERS.—Pres & Gen. Man. L. A. Beebe; Sec. Treas., T. R. Beebe.

GENERAL OFFICE, Main and Sherman Sts.

Date of information, Apr., 1897. a d z

INDIANAPOLIS, IND.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Indianapolis is located in the center of Indiana, and is the capital of the State.

Suburbs.—The towns of Brightwood, Irvington, West Indianapolis, Haughville, Mt. Jackson and Mapleton are connected with Indianapolis by street railway lines.

Railroad Connections.—Fifteen distinct lines enter the city, five of which are controlled by the Pennsylvania Co., and six by the Cleveland, Cincinnati, Chicago & St. Louis R. R. The others are the Cincinnati, Hamilton & Dayton R. R., the Indianapolis, Decatur & Western R. R., the Lake Erie & Western R. R. and the Louisville, New Albany & Chicago R. R.

Manufacturing and Commercial Interests.—A capital of about $15,300,000 is employed in the various manufacturing industries of the city, the principal productions being agricultural implements, engines and boilers, architectural, railroad and malleable iron, fertilizers, belting, cars, carriages, canned goods, chemicals, flour, building materials, pumps, starch, staves and headings, tiles, malt liquors, woolen goods, dressed and packed meats and other slaughter house products. The city has an immense trade in its manufactured products, and the business of its stock yards is said to amount to $25,000,000 annually.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $2,315,000; 1 state bank, with capital and surplus of $207,500; 2 trust companies, with capital and surplus of

$1,460,000; and one private bank. The total banking capital is $3,983,500.

	1880.	1890.	Latest.
Population	75,076c	105,436c	169,155b
Area, in square miles	.....	.....	19.38
Population per square mile	.....	.....	8,728b
Assessed Valuation.			
Real estate (75% in 1897, 70% actual value)	.....	69,694,230c	74,047,120b
Personal property	.....	24,006,960	34,235,255b
Total	48,099,940c	93,701,190	108,282,375b
" per cap	641	889	.....
***Municipal Debt,** net	1,914,500c	1,846,672c	1,424,500b
" " per cap	26	18	.....
Tax Rate, per $1,000	16.00	15.55	16.50
Manufacturing Interests. c			
No. of establishments	688	1,056	.....
Capital invested	10,049,500	14,510,379	.....
" " per cap	134	138	.....
No. of employes	10,000	15,967	.....
Wages per annum	3,917,114	7,793,899	.....
Cost of materials	19,198,102	18,316,095	.....
Value of product	27,453,089	32,023,851	.....
Banking Capital	.....	3,203,250	3,983,500b
" " per cap	.....	30	.....

* No water debt, no sinking fund. b 1897. c Census.

STREET RAILWAY SYSTEM—Descriptive.

Indianapolis is almost at the exact center of population of the United States. The city covers an area of 19.38 square miles and is regularly laid out, the streets crossing at right angles, with the exception of four wide diagonal avenues which converge at the business center. Besides the capitol, many important state and public institutions are located here. Indianapolis is the metropolis of a large section and its excellent railroad connections distribute its manufactured product in all directions and bring to it the output of a rich agricultural and mineral country. Its stock yards cover 105 acres. Its street railway system comprises 107 miles of track, all operated by electricity.

STREET RAILWAY SYSTEM—Present Companies.

Citizens' Street Railroad Co.—Chartered Apr. 23, 1888. Annual meeting second Tuesday in May. This company purchased (1888) the property and franchises of the Citizens' Street Ry. Co.

Capital Stock, authorized and issued, $5,000,000, shares fully paid up and non-assessable; par value, $100 per share.

Funded Debt.—Citizens' Street Ry. Co.'s first mortgage 6 p. c. bonds, $300,000; dated Aug. 11, 1881, due July 1, 1901; denom. $1,000; int. payable Jan. and July, in Philadelphia; trustee of mortgage, Albert G. Porter, of Indianapolis.

Second mortgage 6 p. c. bonds, authorized, $800,000, issued $700,000; dated June 1, 1892, due 1896, or earlier at option of company; denom. $1,000; int. payable June and Dec.; trustees of mortgage, Illinois Trust & Savings Bank, of Chicago, and J. J. Mitchell. By an agreement recorded May 1, 1896, the company has been granted a two years' extension of time on these bonds so that they will mature on June 1, 1898.

First consolidated mortgage 5 p. c., gold bonds, authorized, $4,000,000, issued, $3,000,000, in escrow (see Note), $1,000,000; coupon, but may be registered; dated, May 1, 1893, due, 1933; denom. $1,000; int. payable May and Nov., at office of company and of the Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Note.—$1,000,000 of the consolidated mortgage bonds are held in escrow to retire the two prior liens described.

Operation.—The last reports received are for the years ending

Dec. 31,	1893.	1894.
Total receipts	$812,111	$850,215
Operating expenses	560,885	466,969
Earnings from operation	251,226	383,246

Plant and Equipment.—Miles of track (electric), 100; gauge, 4 ft. 8½ in.; 38 lb. to 95 lb. Johnson girder rail; 252 cars, of which 172 are motor cars and 80 trail cars; Allis and Wheelock, engines; Gen. Elec. and West. dynamos and motors, Pullman and St. Louis cars.

Officers.—Pres. Kennedy Crossman, Sec. & Treas. W. F. Milholland, Supt. Miller Elliot.

Directors.—W. W. Kurtz, Kennedy Crossman, R. H. Rushton, W. C. Huston, Joseph B. Neff, F. Dundore, W. J. Turner.

General Office, West Washington St.

References.—Description of road, Vol. VI, Oct., '90, p. 474 (ill.). Vol. VII, Jan., '91, p. 7; Vol. X, Aug., '94, p. 508 (ill.); power plant; Vol. VI, Aug., '90, p. 382 (ill.); boiler accident, Vol. X, Oct., '94, p. 610; increase of bonds, Vol. IX, June, '93, p. 419; change of owners, Vol. IX, Jan., '93, p. 66; annual report, Vol. IX, Feb., '93, p. 129; a peculiar grounding burnout, Vol. IX, May, '93, p. 274; franchise decision, Vol. X, Dec., '94, p. 794. INDIANAPOLIS ST. RY.—Description of road, Vol. VIII, Aug., 92, p. 468 (ill.).

Date of information, May, 1897. a y

Indianapolis & Broad Ripple Rapid Transit Co.—Chartered Aug. 4, 1890, for 50 years; municipal franchise granted July 20, 1894, for 50 years. Annual meeting first Thursday in Aug.

Capital Stock, authrized, $300,000, issued, $100,000.

Funded Debt.—First mortgage 6 p. c. registered gold bonds authorized and issued $400,000; dated Apr., 15, 1895, to 1925; denom. $1,000; int., payable at office of State St. Safe deposit & Trust Co. Boston, Mass., trustee of mortgage.

Plant and Equipment.—Miles of main line, 5, of second track, 1.5, of sidings, 1, total track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 cars, of which 10 are motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Brill and Fowler cars.

Officers.—Pres. R. T. McDonald, Sec. Carroll Gould, Treas. James R. Henry, Asst. Sec. & Pur. Agt. P. A. Hinds, Supt. J. D. McDonald.

Directors.—R. T. McDonald, James R. Henry, A. A. Glasier, Carroll Gould.

General Office, 13-14 Lombard Bldg.

Date of information, May, 1897. a z

NEW CORPORATIONS.

Indianapolis, Anderson & Marion Railway Co.—Chartered 1895. This road is in process of construction.

Capital Stock, $500,000.

Directors.—N. J. Clodfelter (Pres.), A. M. Painter, V. C. Quick, J. T. Sullivan, J. H. Winslow, W. R. Pearson, Frank A. Maws.

President's Office, Indianapolis.

Date of information, May, 1897. z

Indianapolis, Greenwood & Franklin Railroad Co.—Construction work was begun Apr., 1896. This road is to be operated by electricity.

Funded Debt, $12,500 per mile.

Officer.—Pres. John A. Polk.

Date of information, Apr., 1897. z

IRONDEQUOIT, N. Y.

Population in 1880, 1,986, in 1890, 2,415.

Irondequoit & Lake Shore Electric Railroad Co.—Chartered Oct. 1, 1896, to build an electric railway from the mouth of the Genesee River to Forest Lawn, a distance of 6½ miles. Rights of way are not all secured yet.

CAPITAL STOCK, authorized, $100,000.

OFFICERS.—Pres. Eben O. McNair (Warsaw, N. Y.); V. Pres. Almeron J. Johnson (60 Center St., Rochester, N. Y.); Sec. & Treas. Joseph A. Johnson (60 Center St., Rochester, N. Y.); Supt. Ira M. Ludington (135 Jefferson Ave., Rochester, N. Y.)

DIRECTORS.—A. J. Johnson, J. C. Tone, Joseph A. Johnson, of Irondequoit, N. Y.; F. W. Elwood, Geo. Wilson, William H. Bowman, E. S. Ellwanger, of Rochester, N. Y.; E. O. McNair, D. W. McNair, of Warsaw, N. Y.

GENERAL OFFICE, Rochester, N. Y.

Date of information, May, 1897. b z

IRONTON, O.

Population in 1880, 8,857, in 1890, 10,939.

Ironton Electric Light & Railway Co.—This is the successor to the Ironton & Petersburg Street Ry. Co.

CAPITAL STOCK, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.8; gauge, 4 ft. 8¼ in.; 60 lb. T rail; 10 cars, of which 6 are motor cars and 4 trail cars; 60 H. P. station plant; Williams & Taylor engines, Wood dynamos, Gen. Elec. motors, St. Louis cars and trucks.

OFFICERS.—Pres. E. J. Hathorn, Sec. C. H. Worden, Treas. C. C. Miller, Gen. Man. J. R. Cook.

GENERAL OFFICE, Ft. Wayne, Ind.

Date of information, Feb., 1897. a

IRONWOOD, MICH.

Population in 1890, 7,745, in 1895, 9,387.

Twin City General Electric Co.—Chartered 1890. The company operates two electric lighting plants and the local electric railroad.

CAPITAL STOCK, apportioned to railroad system, $75,000.

FUNDED DEBT.—Twin City Ry. Co.'s first mortgage 7 p. c. gold bonds, $25,000; dated 1891, due Nov. 2, 1911; int. payable in gold,

May and Nov., at office of Wisconsin Trust Co., of Milwaukee, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars; Allis engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. E. D. Nelson, V. Pres. H. M. Byllesby, Sec. & Treas. H. F. Jahn, Supt. & Pur. Agt. M. Kinch.

Date of information, May, 1897. a d z

ITHACA, N. Y.

Population in 1880, 9,105, in 1890, 11,079.

Ithaca Street Railway Co.—Chartered Nov. 18, 1884. Annual meeting third Monday in Nov. This company leases the Cayuga Lake Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued $175,000; dated July 1, 1892, due 1922; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York.

Second mortgage 6 p. c. bonds, authorized and issued, $75,000; dated Jan. 2, 1894, due June 2, 1922; int. payable Jan. and July.

NOTE.—The company has guaranteed the first mortgage 6 p. c, bonds of the Cayuga Lake Electric Ry. Co., authorized and issued, $25,000; dated June 1, 1894, due 1922; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from passengers					$61,206
" other sources...					220
" total.....	$5,686	$21,589	$41,897	$55,820	61,426
Operating expenses.....	4,381	14,033	21,631	31,966	32,744
Earnings from operation.	1,305	7,557	20,265	23,854	28,682
Deductions from earn'gs.	1,228	139	14,216	16,806	17,595
Net income.....	77	7,418	6,049	7,048	11,087
Dividents paid, 6 p. c....					18,000
To surplus account.....					6,913
Total surplus account....	*1,359	7,418	13,467	27,338	20,424

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses.....	$ 4,170	$ 5,019
Transportation expenses.....	19,981	21,998
Maintenance of way and buildings.....	1,214	1,603
" " equipment.....	6,601	4,124
Total.....	$31,966	$32,744

STATISTIC OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried.....	1,544,519
Car miles run.....	309,701
Total receipts per car mile.....	$.200
Operating expenses per car mile.....	.106

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment.....	$491,017	$495,798	$504,246
Other permanent investments.....	50,000	94,317	95,323
Cash.....	6,978	4,178	7,810
Bills receivable.....		928	31,050
Due by agents.....		50	4,305
Open accounts.....		13,086	3,355
Material and supplies.....		1,711	
Other assets.....	18,542		1,029
Total.....	$566,536	$610,067	$647,118
LIABILITIES.			
Capital stock.....	$250,000	$250,000	$300,000
Funded debt.....	250,000	275,000	275,000
Int. on funded debt due and accrued...		3,695	7,625
Accounts payable.....		9,063	8,469
Loans.....		44,971	35,600
Bills payable.....	23,304		
Other liabilities.....	29,765		
Profit and loss (surplus).....	13,467	27,338	20,424
Total.....	$566,536	$610,067	$647,118

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 24 cars, of which 16 are motor cars, 7 are trail cars and 1 baggage car; Ball and McEwen engines, Gen. Elec. dynamos and motors, Brill, Gilbert and Jackson & Sharp cars; water power.

OFFICERS.—Pres. Alfred Hand, Sec. Wm. J. Hand, Treas. & Gen. Man. H. Bergholtz, Ch. Engr. J. N. Bennett.

DIRECTORS.—Alfred Hand, Horace E. Hand, Wm. T. Smith, Wm. Connell, E. L. Fuller, of Scranton, Pa.; De F. Van Vleet, H. Bergholtz, of Ithaca, N. Y.

GENERAL OFFICE, Savings Bank Bldg.

Date of information, May, 1897. b d z

Cayuga Lake Electric Railway Co.—Leased to the Ithaca Street Ry. Co. (which see).

JACKSON, MICH.

Population in 1880, 16,105, in 1890, 20,798, in 1894 (local estimates), 25,000.

Jackson Street Railway Co.—Chartered Mar. 3, 1891, for 34 years from Dec., 1890.

CAPITAL STOCK, authorized, $150,000, issued, 140,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $150,000, dated July, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at the United States National Bank of New York; trustee of mortgage, Fidelity Loan & Trust Co., of Detroit.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 18 cars, of which 10 are motor cars and 8 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Hiram H. Smith, V. Pres. D. S. Smith, Sec. John B. Corliss, Treas. & Gen. Man. Henry H. Smith.

GENERAL OFFICE, Main and Horton Sts.

Date of information, Dec., 1896. d

JACKSON, MISS.

Population in 1880, 5,204, in 1890, 5,920, in 1896 (local estimates), 7,500.

Jackson City Railroad.

CAPITAL STOCK, $5,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 10 horses, 4 horse cars.

OFFICERS.—Pres. P. W. Peoples, Pres. of Jackson Bank.

Date of information, Apr., 1896.

JACKSON, TENN.

Population in 1880, 5,377, in 1890, 10,039, in 1894 (local estimates), 12,500, in 1896 (local estimates), 14,331.

Jackson & Suburban Street Railroad Co.—This is a reorganization, in 1894, of the Jackson & Suburban Street Ry. Co. The present company is preparing to change to electricity this spring.

CAPITAL STOCK, authorized, $200,000, issued, $68,000.

FUNDED DEBT.—$60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft.; 50 lb. T rail; 23 horses, 17 cars, of which 8 are motor cars and 9 trail cars; Ball engines, Walker dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. J. H. Hunter, V. Pres. G. C. Anderson, Sec. S. D. Hayes, Treas. J. L. Wisdom, Attys. Hayes & Bond.

DIRECTORS.—J. H. Hunter, G. C. Anderson, J. W. N. Burkett, J. L. Wisdom, S. D. Hayes, C. G. Bond, J. H. Hirsch.

GENERAL OFFICE, Royal St., at Five Points.

Date of information, Dec., 1896. d

JACKSONVILLE, FLA.

Population in 1880, 7,650, in 1890, 17,201.

Main Street Railroad Co.—Chartered Mar. 15, 1883.

CAPITAL STOCK, authorized and issued, $15,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $20,000; issued, $4,600; dated Feb. 1, 1893; due 1903; denom. $100 and $500; int. payable Feb. and Aug.; trustee of mortgage, Southern Savings & Trust Co., of Jacksonville.

FRANCHISES.—Granted Nov. 16, 1892, for 25 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 3, of road, 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brill and Stephenson cars; rent power.

OFFICERS.—Pres. S. B. Hubbard, V. Pres. W. A. Macduff, Sec. Treas. & Pur. Agt. Arthur F. Perry.

GENERAL OFFICE, 26 Main St.

Date of information, Apr., 1897. a z

Jacksonville Street Railway Co.—Chartered Dec. 23, 1879.

CAPITAL STOCK, $120,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 5 ft.; 40 lb. and 50 lb. T rail; 14 cars, of whieh 10 are motor cars and 4 trail cars; Allis engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. D. F. Jack, V. Pres. M. F. Plant, Treas. J. M. Lee (Savannah, Ga.), Supt. M. E. Satchwell, Pur. Agt. M. F. Loughman, Ch. Engr. J. H. Dunne.

PRESIDENT'S OFFICE, 12 W. 23d St., New York City. Superintendent's Office, Jacksonville, Fla.

Date of information, Dec., 1896. d

Please note date of information at end of each report.

JACKSONVILLE, ILL.

Population in 1880, 10,927, in 1890, 12,935.

Jacksonville Railway Co.

CAPITAL STOCK, authorized, $50,000, issued, $33,450; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $75,000, issued, $35,000; dated Jan. 1, 1892, due 1912; int. payable Jan. and July, in New York; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 25 lb. to 45 lb. rail; 2 horses, 21 cars, of which 9 are motor cars and 12 trail cars; Gen Elec. and West. dynamos, Gen. Elec. and Detroit motors.

OFFICERS.—Pres. Wm. S. Hook, Sec. & Supt. Marcus Hook, Treas. Francis Hook.

DIRECTORS.—Wm. S. Hook, Francis Hook, Marcus Hook.

Date of information, Apr., 1897. a z

JAMESTOWN, N. Y.

Population in 1880, 9,357, in 1890, 16,038.

The Jamestown Street Railway Co.—Chartered Oct. 18, 1883. Annual meeting third Monday in Oct.

CAPITAL STOCK, authorized, $250,000, issued, $100,000; par value, $50 par share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Jan. 23, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of State Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.....	$52,678	$75,949	$73,947	$82,085	$91,274
" other sources..	663	1,434	1,423	991	691
" total.....	53,341	77,383	75,370	83,076	91,965
Operating expenses....	51,252	65,724	64,041	64,153	78,417
Earnings from operation	2,089	11,659	11,329	18,924	13,548
Deductions from earn'gs.					
Interest on bonds..	1,500	9,750	18,000	18,000	18,000
Taxes.....	1,022	2,100	2,454	2,422	4,505
Deficit.....	435	191	9,125	1,498	8,957
Total surplus.....	1,298	3,885	13,207	10,930	1,960

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses.....	$ 7,991	$14,041
Transportation expenses.....	41,183	44,362
Maintenance of way and buildings.....	5,047	6,309
" " equipment.....	9,932	13,705
Total.....	$64,153	$78,417

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried.....	1,846,145	2,472,913
Car miles run.....	738,180	627,784
Total receipts per car mile.....	$.113	$.147
Operating expenses per car mile.....	.087	.125

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$329,807	$310,307	$316,094
" equipment.....	147,984	201,083	204,504
Improvement of Celeron.....		68,070	98,659
Cash.....		137	137
Bills receivable.....		43	43
Open accounts.....		*79,399	84,354
Material and supplies.....		8,635	8,010
Unsubscribed stock.....		150,000	150,000
Current assets.....	89,026		
Other assets.....	180,148		
Total.....	$746,964	$817,675	$861,801
LIABILITIES.			
Capital stock.....	$250,000	$250,000	$250,000
Funded debt.....	300,000	300,000	300,000
Bills payable.....	45,342	121,060	165,870
Other liabilities.....	138,415	135,685	143,971
Profit and loss (surplus).....	13,207	10,930	1,960
Total.....	$746,964	$817,675	$861,801

*Of this amount $75,050 is due for capital stock not assessed.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 30 lb. to 70 lb. T and girder rail; 13 horses, 52 motor cars; Noye and Phœnix engines, Short, Walker and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. L. B. Warner, Sec. W. S. Cameron, Treas. S. B. Broadhead, Supt. & Pur. Agt. Geo. E. Maltby, Ch. Engr. of Power Station, Chas. Palmer.

DIRECTORS.—A. N. Broadhead, L. B. Warner, O. E. Jones, F. E. Gifford, W. S. Cameron, S. B. Broadhead, R. N. Marvin.

GENERAL OFFICE, Jamestown, N. Y.

REFERENCE.—Description of parks, Vol. XIII, Feb., '97, p. 94 (ill.).

Date of information, Dec., 1896. b d

JANESVILLE, WIS.

Population in 1880, 9,018, in 1890, 10,836; in 1895 (local estimates) over 15,000.

Janesville Street Railway Co.—Chartered 1886, for 30 years, as a horse road; present company organized Mar., 1892. Annual meeting last Monday in Feb.

CAPITAL STOCK, authorized $125,000, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Oct. 1, 1892, due 1912; int. payable Apr. and Oct., at office of company; trustee of mortgage, Finance Co. of Pennsylvania.

DIVIDENDS.—In 1892, 6 p. c.; in 1893, 2 p. c.

OPERATION.—The last report received is for the year ending Dec. 31, 1893.

Gross receipts.....	$12,691
Operating expenses and taxes.....	11,051
Net earnings.....	1,640

PLANT AND EQUIPMENT.—Miles of track (electric), 6, of road, 6; gauge, 4 ft. 8½ in.; 35 lb. T rail; 9 cars, of which 6 are motor cars and 3 trail cars; A. & S. engines, Short dynamos and motors, Calumet and St. Louis cars.

OFFICERS.—Pres. George W. Blabon, V. Pres. James Shearer, Sec. Treas. & Gen. Man. Ed. L. Blabon.

DIRECTORS.—G. W. Blabon, of Philadelphia, Pa.; Alexander Graham, W. R. Proudfoot, Geo. L. Carrington, Geo. M. McKey.

GENERAL OFFICE, Power House, Academy St.

Date of information, Mar., 1896.

JEFFERSONVILLE, IND.

Population in 1880, 9,357, in 1890, 10,666.

Jeffersonville City Railway Co.—Chartered Jan. 14, 1889, as a successor to the Ohio Falls Street Ry. Co. This property was sold at public auction in Aug., 1896, and the new owners will improve and extend the road.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $25,000; dated Apr. 1, 1892; due 1919, but subject to call on Apr. 1, 1893, and thereafter; int. payable Apr. and Oct.; trustee of mortgage, Columbia Finance & Trust Co., of Louisville.

NOTE.—The company has been in default on the interest of its bonds for a number of years.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 20 lb. to 35 lb. steel T rail; 35 horses, 11 horse cars.

OFFICERS.—Pres. Sec. & Treas. E. J. Howard, V. Pres. G. J. Long, Supt. E Frazer.

GENERAL OFFICE, 57–59 Spring St.

Date of information, Aug., 1896.

JERSEY CITY, HOBOKEN AND NEWARK, N. J.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Jersey City is situated in northeastern New Jersey, on the Hudson River, opposite New York. It is the capital of Hudson County. Hoboken lies immediately north of Jersey City, in the same county. Newark is located about eight miles west of Jersey City, on the Passaic River. It is the largest city of the state, and the seat of justice of Essex County.

Population.—The combined population of the three cities in 1880 was 288,229, and in 1890, 388,481, an increase of 35 per cent.

Railroad and Steamship Connections.—The following railroads enter this territory: New York, Lake Erie & Western R. R., Delaware, Lackawanna & Western R. R., New York, Susquehanna & Western R. R., Pennsylvania R. R., New Jersey & New York R. R., New York & Greenwood Lake R. R., Northern R. R. of New Jersey, Reading R. R. and West Shore R. R. Jersey City and Hoboken are connected with New York by eight ferry lines, and several lines of ocean steamships start from these ports.

Manufacturing Interests.—A capital of about $85,000,000 is employed in the various manufacturing industries of the three cities, the principal productions being carriages and wagons, crucibles, lead pencils, boilers, locomotives, hardware, machinery, stoves, chains, copper ware, zinc, iron, sewing machines, rubber goods, electrical apparatus, boots and shoes, malt liquors, clothing, hats and caps,

trunks and valises, harness, silk and silk goods, thread, jewelry, chemicals, tobacco, sugar, lumber, ships, slaughterhouse products, etc. About 63,000 hands are employed in the manufacturing industries, receiving in wages about $37,000,000 per annum, and the value of the product is about $138,000,000 per annum.

Banking Capital.—There are now (1897) in the three cities 14 national banks, with a combined capital and surplus of $6,455,303; 2 state banks, with a capital and surplus of $955,000; 1 savings bank, with capital and surplus of $176,079; 2 trust companies with capital and surplus of $799,000; and 1 private bank. The total banking capital is $8,385,382.

STREET RAILWAY SYSTEM—Present Companies.

Consolidated Traction Co.—Chartered Mar. 15, 1893. This company controls (by ownership of stock) and operates the

New Jersey Traction Co.
Jersey City & Bergen R. R. Co.
Newark Passenger Ry. Co.
The Newark Plank Road Co.
Jersey City, Harrison & Kearney R. R. Co.
It also leases the Rapid Transit Street Ry. Co., of Newark.

Capital Stock, authorized and issued, $15,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $15,000,000, issued, $14,545,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Manhattan Trust Co. of New York, trustee of mortgage.

Note.—The first mortgage bonds are a lien upon all the franchises, road and equipment which may be owned by the company, together with the following collateral securities: 9,989 shares of the stock of the Jersey City & Bergen City R. R. Co.; 6,000 shares of the Newark Plank Road Co., and 991 shares of the Jersey City, Harrison & Kearney R. R. Co.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. pass...	$1,213,067	$1,288,141	$2,086,891	$2,487,104	$2,779,264
" other.....	60,999	16,351	13,854	20,453	21,318
" total.....	1,274,066	1,304,492	2,100,745	2,507,557	2,800,582
Op. ex. & fixed charges	1,256,529	1,428,492	1,396,765	1,557,430	1,468,440
Net income...	17,537	*124,000	703,980	950,127	1,332,142

* Deficit.

Plant and Equipment.—Miles of track (electric), 182; gauge, 4 ft. 8½ in.; 85 lb. girder rail; 623 motor cars, of which 425 are closed and 198 open cars; Allis, Campbell and Watts engines, Brill, Laclede and Stephenson cars.

Officers.—Pres. E. F. C. Young, 1st V. Pres. E. B. Gaddis, 2d V. Pres. David Young, Sec. T. J. George, Treas. E. N. Hill, Audr. E. D. Hibbs, Pur. Agt. G. Campbell, Gen. Supt. Frank Ellmaker, Elec. Engr. C. F. Uebelacker.

Directors.—P. A. B. Widener, Wm. L. Elkins, A. J. Cassatt, Thos. Dolan and C. A. Griscom, of Philadelphia; John D. Crimmins, and Thos. F. Ryan, of New York; E. F. C. Young, A. O. Garretson, of Jersey City; Geo. F. Perkins, E. B. Gaddis, David Young, A. H. Paget, J. Roosevelt Shanley, Jeremiah O'Rourke.

General Office, 1 Exchange Place, Jersey City.

References.—Description of Newark power plant, Vol. XI, Jan., '95, p. 41 (ill); description of car house, Vol. XI, Feb.,' 95, p. 103 (ill.); description of repair shop, Vol. XII, Jan. '96, p. 14 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; description of road, Vol. XII, Aug., '96, p. 454 (ill.); car specifications, Vol. XII, Aug. '96, p. 490; fender record, Vol. XII, June, '96, p. 387.

Date of information, Jan., 1897. b

For map of system see inset between pages 120 and 121.

Newark Passenger Railway Co.—Chartered June 16, 1890. Leased on July 29, 1893, to the New Jersey Traction Co. for 999 years, at a rental of $60,000 for the first year, $90,000 for the second year, and $105,000 per annum thereafter. The company is now controlled by the Consolidated Traction Co., of New Jersey, through the lease to the company last named of the New Jersey Traction Co.

Capital Stock, issued $6,000,000.

Funded Debt, $5,204,000, substantially as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $3,604,000, in escrow (see Note), $1,600,000, in treasury, $796,000; coupon, but may be registered; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July, at office of the People's Bank, of Philadelphia; Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Consolidated Traction Co., of New Jersey.

Newark & Bloomfield Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $100,000; due Feb. 1, 1901; denom. $500 and $1,000; int. payable Feb. and Aug. at Newark; trustees of mortgage, C. G. Campbell and R. F. Ballantine.

Orange & Newark Street Ry. Co.'s consolidated mortgage 6 p. c. registered bonds, authorized and issued, $496,500; dated Apr. 1, 1885, due 1905; denom. $500 and $1,000; int. payable Apr. and Oct., at Newark; trustees of mortgage, T. Runyon and A. L. Dennis.

Essex Passenger Ry. Co.'s consolidated mortgage 6 p. c. bonds, authorized and issued, $753,500; dated Nov. 1, 1885, due 1905; denom. $500 and $1,000; int. payable May and Nov., at Newark; trustees of mortgage, E. Q. Keasby and G. G. Frelinghuysen.

Bellevue & Newark Horse Car R. R. Co.'s first mortgage 7 p. c. bonds, authorized and issued, $200,000; dated June 1, 1890, due 1900; int. payable June and Dec., at Newark; trustees of mortgage, D. Dodd and Alfred L. Dennis.

Newark & Irvington Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; dated June 1, 1890, due 1900; denom. $1,000; int. payable June and Dec., at Newark; trustees of mortgage, C. G. Campbell and R. F. Ballantine.

Note.—$1,600,000 of the consolidated bonds are held in escrow to retire the five issues above described.

Operation—Included in report of the Consolidated Traction Co.

Officers.—Pres. E. F. C. Young, Sec. T. J. George, Treas. E. N. Hill.

Reference.—Description of road, Vol. VIII, Feb., '92, p.79 (ill.).

Date of information, Jan., 1897. b

For map of system see inset between pages 120 and 121.

Jersey City & Bergen Railroad Co.—This company is controlled by the Consolidated Traction Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 7 p. c. bonds, $258,000; dated Jan. 1, 1873, due 1903; denom. $1,000; coupon, but may be registered; int. payable Jan. and July.

Officers.—Pres. E. F. C. Young, V. Pres. & Gen. Man. D. Young, Sec. T. J. George, Treas. E. N. Hill.

General Office, 1 Exchange Place, Jersey City.

References.—Description of road, Vol. VIII, Dec., '92, p. 720 (ill.); operating detail, transfers, Vol. IX, May, '63, p. 324 (ill.).

Date of information, Jan., 1897. b

For map of system see inset between pages 120 and 121.

Rapid Transit Street Railway Co. of Newark.—Leased to the Consolidated Traction Co., of New Jersey (originally to the Newark Passenger Ry. Co., in Feb., 1892), for a rental equivalent to fixed charges and 11.75 p. c. on $500,000 of the capital stock.

Capital Stock (trustees' certificates), $504,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Apr. 1, 1891, due 1921, but redeemable at 110 and interest on and after Apr. 1, 1901, at company's option; int. payable Apr. and Oct., at office of Fidelity Trust & Deposit Co., of Newark, trustees of mortgage.

Officers.—Sec. Wilbur S. Mott, Treas. Cortlandt Riker.

Date of information, Jan., 1897. b

For map of system see inset between pages 120 and 121.

Newark Plank Road Co.—This company is controlled by the Consolidated Traction Co.

Capital Stock, $162,000.

Funded Debt.—None.

Officers.—Same as Consolidated Traction Co.

Date of information, Jan., 1897. b

For map of system see inset between pages 120 and 121.

New Jersey Traction Co.—Chartered 1892. This company is leased to and operated by the Consolidated Traction Co.

Capital Stock, authorized and issued, $500,000. The entire capital stock is in the treasury of the Consolidated Traction Co., of New Jersey.

Funded Debt.—None.

Date of information, Jan, 1896. b

For map of system see inset between pages 120 and 121.

Jersey City, Harrison & Kearney Railway Co.—The stock of this company is owned by the Consolidated Traction Co., and the road is operated by that company. The report of its earnings and expenses of operation is included in the report of the Consolidated Traction Co.

Capital Stock, issued, $100,000, paid in, $18,000.

Officers.—Treas. Clarence T. Van Deven.

Date of information, Jan., 1897. b

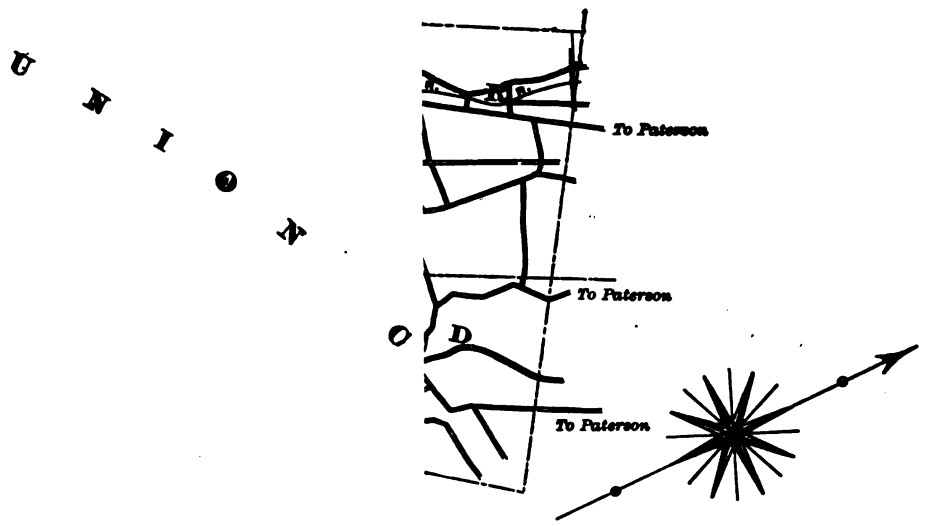
For map of system see inset between pages 120 and 121.

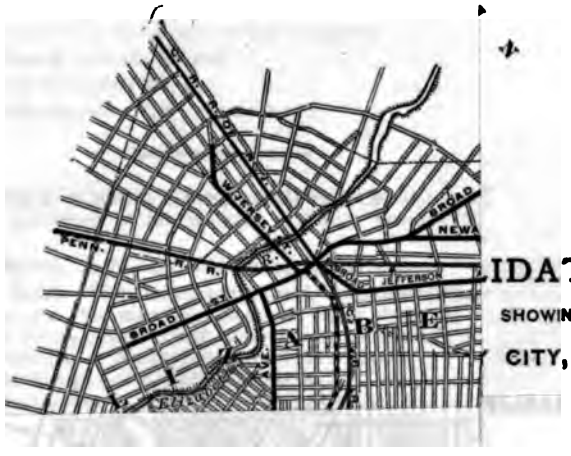
New Jersey Electric Railway Co.—(See Hoboken, N. J.)

North Hudson County Railway Co.—Chartered Mar. 27, 1874. The Pavonia Horse R. R. Co. was consolidated with this company in 1890.

Capital Stock, authorized $1,250,000, issued, $1,000,000; par value, $25 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, $620,000: due Jan. 1, 1914; denom. $1,000; int. payable Jan. and July.





IDATED TRACTION CO.,

SHOWING LOCATION OF LINES IN

CITY, BAYONNE, NEWARK,

Consolidated mortgage 5 p. c. coupon bonds, authorized $3,000,000, issued, $2,378,000, in escrow, $620,000; due 1928; int. payable Jan. and July.

Improvement mortgage 5 p. c. bonds, issued, $585,000; due 1904; denom. $1,000; int. payable May and Nov.

Six p. c. debenture bonds, $404,000; dated, Feb. 1, 1892, due 1902; denom. $1,000; int. payable Feb. and Aug.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass....	$840,402	$888,995	$	$	$
" other sources...	15,882	11,822			
" total.....	856,284	900,818	818,280	871,273	906,985
Operating expenses....	637,490	696,496	611,482	*866,479	*886,463
Earnings from operat'n	218,794	204,322	206,798	4,794	20,522

* Including fixed charges.

Plant and Equipment.—Miles of track 50; operated by horses, 8 by electricity 42; gauge, 4 ft. 8½ in.; 56 lb. T and 78 lb. to 93 lb. girder rail; 155 cars, of which 30 are horse cars, 100 are motor cars and 25 trail cars; Ball, Phila.-Corliss and Watts-Campbell engines, Gen. Elec. dynamos and motors, Brill, Gilbert & Stephenson cars.

Officers.—Pres. Myles Tierney, V. Pres. E. A. Stevens, Sec. F. J. Mallory, Treas. N. Goelz, Gen. Man. W. H. Starr.

Directors.—M. Tierney, E. A. Stevens, Robert W. De Forest, F. J. Mallory, Robt. F. Ballantine, J. H. Ballantine, A. L. McDermott, N. Goelz, Henry Offerman.

General Office, 21 Hudson Place, Hoboken.

References.—Description of road, Vol. IX, May, '93, p. 274 (ill.); track, Vol. IX, Dec., '93, p. 785 (ill.); patrol system, Vol. X, Sept., '94, p. 548; electric track switch (brief), Vol. XII, Aug., '96, p. 492 (ill.).

Date of information, Apr., 1897. a z

Pavonia Horse Railroad Co.—The North Hudson County Ry. Co. owns the capital stock of this company, and operates the road.

Capital Stock, authorized and issued, $45,000.

Date of information, Apr., 1897. a z

Hudson & Bergen Traction Co.—This road is operated as part of the North Hudson County Ry. system, and all expenditures and income are included in the report of that company.

Capital Stock, issued, $25,000.

Officer.—Pres. Myles Tierney.

Date of information, Apr., 1897. a z

The Newark & South Orange Railway Co.—Chartered Apr. 6, 1865, as a successor to the Newark & South Orange Horse Car R. R. Co.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Apr. 30, 1892, due 1912; int. (see Note) payable Apr. 30 and Oct. 30, at office of Fidelity Trust & Deposit Co. of Newark, trustee of mortgage.

Second mortgage 5 p. c. bonds, $500,000.

Note.—$1,000,000 of the first mortgage bonds bear 4 per cent. interest until Apr. 30, 1902, and 5 per cent. thereafter, the remaining $500,000 bear 5 per cent. for the entire period. The first mortgage bonds are subject to call at par on thirty days' notice.

Operation.—Year ending Dec. 31.

	1893.	1894.	1895.	1896.
Receipts from passengers.	$205,978	$242,316	$271,487	$289,705
" other sources....	981	1,147	1,077	1,810
" total.....	206,959	243,463	272,564	291,515
Operating expenses.....	*79,399	*146,207	165,964	188,989
Earnings from operation.	127,560	97,256	106,600	102,526
Dividends paid.....	45,000	30,000	37,500	30,000

* Including fixed charges.

Plant and Equipment.—Miles of track (electric), 18; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 30 motor cars; West. dynamos and motors.

Officers.—Pres. E. S. Ward, V. Pres. G. Kreuger, Sec. & Treas. W. Scheerer, Gen. Man. & Supt. A. Radel.

General Office, South Orange Ave. and South 19th St., Newark.

Reference.—Description of road, Vol. X, Oct., '94, p. 603 (ill.).

Date of information, Jan., 1897. b

North Jersey Street Railway Co.—Chartered June, 1894, to operate electric street railways in northern New Jersey. This road is in process of construction, and a portion has been completed and is in operation.

Capital Stock, authorized, $5,000,000, issued, $302,000.

Operation.—Year ending Dec. 31, 1896.

Receipts from passengers	$3,874
" other sources	164
" total	4,038
Operating expenses	2,204
Earnings from operation	$1,834

Plant and Equipment.—Miles of track (electric), 11.

Officers.—Pres. J. K. Corbiere, V. Pres. H. M. Doremus, Sec. & Treas. W. S. Johnson, Counsel, Halsey M. Barrett, Ch. Engr. James Owen.

General Office, Newark.

Date of information, Apr., 1897. b z

JOHNSON CITY, TENN.

Population in 1880, 685, in 1890, 4,161.

Johnson City & Carnegie Street Railway Co.—Chartered and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

CAPITAL STOCK, authorized and issued, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

OFFICERS.—Pres. E. Day, V. Pres. F. A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J. E. Brading, Ch. Engr. J. A. Landon.

DIRECTORS.—F. A. Stratton, E. Day, A. M. Young, W. B. Hosmer, J. K. Smith, E. M. Bunall, E. H. Stevens.

Date of information, Apr., 1897. a z

JOHNSTOWN, PA.

Population in 1880, 8,380, in 1890, 21,805, in 1896, 38,728.

Johnstown Passenger Railway Co.—Chartered May 8, 1882.

CAPITAL STOCK, authorized, $250,000, issued, $210,200; par value, $50 per share.

FUNDED DEBT.—General mortgage 6 p.c. coupon bonds, authorized and issued, $250,000; denom. $1,000; dated May 27, 1890, due Mar. 1, 1910; int. payable Mar. and Sept., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

FLOATING DEBT.—Bills payable July 1, 1896, $56,895.

NOTE.—A supplementary mortgage intended to more perfectly secure the general mortgage of May 27, 1890 (which was certified to by the trustees as of May 20, 1890, by a clerical error), was executed on July 16, 1891.

OPERATION.—Year ending

	June 30, 1892.	June 30, 1893.	June 30, 1894.	June 30, 1895.	Dec. 31, 1896.
Passenger receipts.....	$86,052	$110,307	$90,197	$94,926	$110,339
Operat'g exp. and taxes.	37,852	54,519	50,626	52,009	58,019
Earnings from operation	48,200	55,788	39,571	42,917	52,319
Interest.....	14,464		19,028	19,844	18,897
Net income.....	17,112		20,543	23,073	33,423
Dividends paid.....	7,620	16,467	11,100	14,800	13,312
To surplus account.....	9,492		9,443	8,273	20,110

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 78 lb. girder rail; 37 cars, of which 24 are motor cars and 13 trail cars; Ball and West. engines, West. motors, Stephenson cars.

OFFICERS.—Pres. Tom L. Johnson, V. Pres. T. C. Du Pont, Sec. & Gen. Man. S. E. Young.

GENERAL OFFICE, Central Ave., Johnstown.

REFERENCE.—Fire, Vol. IX, Apr., '93, p. 206.

Date of information, Apr., 1897. a z

JOLIET, ILL.

Population in 1880, 11,657, in 1890, 23,264.

Joliet Railway Co.—This is the successor, by purchase in July, 1896, to the Joliet Street Ry. Co.

CAPITAL STOCK, authorized, $300,000, issued, $150,000.

FUNDED DEBT.—6 p. c. mortgage bonds, authorized and issued, $75,000; dated May 2, 1889, due 1904; int. payable May and Nov., at the office of the Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

Consolidated mortgage 6 p. c. bonds, authorized, $300,000, in escrow to retire first mortgage bonds $75,000; dated 1895, due 1911; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 38 lb. 40 lb. and 58 lb. girder and T rail; 26 motor cars; Bates and L. & B. engines, Gen. Elec. and West. dynamos and motors, Brownell, Pullman and St. Louis cars.

OFFICERS.—Pres. J. A. Henry, V. Pres., Geo. F. Duncan, Sec. & Gen. Man. W. B. McKinley, Treas. Henry P. Cox, Supt. C. C. Rush.

GENERAL OFFICE, Joliet, Ill.

REFERENCE.—Increase of stock, Vol. IX, Apr. '93, p. 270.

Date of information, Apr., 1897. d z

KALAMAZOO, MICH.

Population in 1880, 11,937, in 1890, 17,853, in 1894 (local estimates), 25,000.

Citizens' Street Railway Co. of Kalamazoo.—Chartered May 1, 1893, for 30 years, to purchase and equip by electricity a horse railway property in Kalamazoo. In Mar., 1896, this property was sold to the capitalists controlling the street railway systems of Battle Creek and Lansing, Mich.

CAPITAL STOCK.—Common stock, authorized and issued, $100,000.

7 p. c. cumulative preferred stock, authorized and issued, $100,000.

FUNDED DEBT.—The original mortgage for $150,000 ($135,000 issued) has been discharged. It is understood that a bond for $60,000 has been filed by the present owners to pay the debts against the road.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 48 lb. T rail; 25 cars, of which 13 are motor cars and 12 open trail cars; 320 H. P. dynamos, Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. F. N. Rowley, V. Pres. & Sec. L. N. Downs, Treas. L. M. Gates, Gen. Man. E. E. Downs.

Date of information, Apr., 1897. a d z

KANKAKEE, ILL.

Population in 1880, 5,651, in 1890, 9,025, in 1894, 12,000.

Kankakee Electric Railway Co.

CAPITAL STOCK, authorized, $60,000, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $50,000; dated July 1, 1891, due 1911; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; West. dynamos and motors, Pullman cars.

OFFICERS.—Pres. Emory Cobb, V. Pres. & Gen. Man. C. H. Cobb, Sec. & Treas. W, C. Schneider.

REFERENCES.—Increase of stock, Vol. IX, May, '93, p. 344; description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Apr., 1897. a d z

The North Kankakee Electric Light & Railway Co.—Chartered May, 1892, for 20 years.

CAPITAL STOCK, authorized, $100,000, and issued, $32,000.

FUNDED DEBT.—First mortgage 7 p. c. coupon bonds, $25,000; dated 1893, due 1903; denom. $1,000; int. payable at Kankakee Savings Bank; trustee of mortgage, Thomas A. Sawyer.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. and 57 lb. T and girder rail, 6 cars, of which 4 are motor cars and 2 trail cars; Phœnix engines, Gen. Elec. and Detroit dynamos and motors, St. Louis and Wells & French cars.

OFFICERS.—Pres. B. F. Uran, V. Pres. W. W. Bird, Sec. Henry Beckman, Treas. A. D. Ehrich, Gen. Man. & Supt. E. Powell.

Date of information, Apr., 1897. a d z

KANSAS CITY, MO.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Kansas City is located in Jackson County, on the northwestern boundary of the State of Missouri, at the confluence of the Kansas and Missouri Rivers. It is the second city of the State in population.

Suburbs.—Kansas City, Kan., is adjacent to Kansas City, the towns being practically one and only separated by the state line.

Population.—The combined population in 1880 was 58,985, and in 1890, 171,032, an increase of 190 per cent.

Railroad Connections.—Kansas City is the most important railroad center and transfer point between Chicago and the Pacific Coast. The following lines enter the city and intimately connect it with all parts of the country: Kansas City, Fort Scott & Memphis R. R., Kansas City, Clinton & Springfield R. R., Chicago, Burlington & Quincy R. R., Missouri, Kansas & Texas R. R., Missouri Pacific R. R., Atchison, Topeka & Santa Fé R. R., Chicago & Alton R. R., Chicago, Milwaukee & St. Paul R. R., Chicago, Rock Island & Pacific R. R. Chicago Great Western R. R., Chicago, Kansas City & Texas R. R., Kansas City & Independence R. R., Kansas City, Osceola & Southern R. R., Kansas City, Wyandotte & Northwestern R. R., Kansas City, Nevada & Ft. Smith R. R., Union Pacific R. R., Wabash R. R., Kansas City, Pittsburg & Gulf R. R.

Manufacturing and Commercial Interests.—A capital of about $25,700,000 is employed in the various manufacturing industries of the cities, the principal productions being railroad iron, car wheels, architectural and ornamental iron, furniture, lumber, linseed oil, flour, packed and dressed meats and other slaughter house products, clothing, coffee and spices. The city has an immense trade in live stock, packed meats, flour and grain. About 22,000 hands are employed in the manufacturing industries, receiving in wages about $13,500,000 per annum, and the value of the product is about $76,000,000 per annum, Kansas City, Pittsburg & Gulf R. R.

Banking Capital.—There are now (1897) 9 national banks with a combined capital and surplus of $5,330,980; 4 state banks, with capital and surplus of $334,400; 5 trust companies, with capital and surplus of $3,668,379, and 1 private bank. The total banking capital is $9,333,759.

Assessed Valuation.—The assessed valuation of real estate (Kansas City, Mo.) is (1896) $44,150,790, the property being assessed at about 40 per cent. of its real value. The assessed valuation of the personal property is $10,924,120. The assessed valuation of merchants' property is $3,954,950. The total valuation is $59,029,860. The total valuation in 1897 is $61,000,000.

Municipal Debt.—The municipal debt (Kansas City, Mo.) less sinking funds is (1896) $3,760,000.

Tax Rate.—The city tax rate (Kansas City, Mo.) is (1897) $11.50 per $1,000.

STREET RAILWAY SYSTEM—Descriptive.

Kansas City, Mo., and Kansas City, Kan., for business and commercial purposes constitute one community, being only nominally separated by the state line. The residential and business districts of the two cities are built on the sides and summits of steep hills, while the stock yards and meat packing establishments, and many of the manufacturing industries are on the bottom lands near the river and the railroad yards. Through its railroad connections and its fortunate geographical position, Kansas City has become one of the most important trading and railroad centers west of Chicago. It is a distributing point to a large territory, and receives its rich mineral, agricultural and grazing products. Its stock yards are second only to those of Chicago. About 70,000 car loads of grain are annually received at its mills and elevators, and its manufactures are assuming large proportions. The street railway system is one of the best in the country, and has always been liberally patronized. Nearly all the mileage (166) is now controlled by interests which are in harmony, and a general consolidation will shortly be effected.

STREET RAILWAY SYSTEM—Present Companies.

Metropolitan Street Railway Co.—Chartered July 19, 1886. Annual meeting in June. This is a consolidation of the Corrigan Consolidated Street Ry. Co., the Kansas City & Rosedale Street Ry. Co. the South Suburban Ry. Co., the Kansas City Cable Ry. Co., the Grand Avenue Ry. Co. and the Kansas City & Independence Ry. Co. The company owns a majority of the capital stock of the Kansas City (Kan.) Elevated Ry. Co. and also controls the Kansas City Traction Co. and the West Side Ry. Co. of Kansas City, Kan. In June, 1895, the company's franchises were extended to 1925.

Capital Stock.—Common stock, authorized, $8,500,000, issued, $5,586,800; par value, $100 per share.

Funded Debt.—Corrigan Consolidated Street Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $943,000; dated July 1, 1886, due 1916; denom. $1,000; int. payable Jan. and July, in New York.

General mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated Sept. 1, 1889, due 1909; denom. $1,000; int. payable Mar. and Sept., in Boston.

Consolidated mortgage 5 p. c. gold bonds, authorized $8,500,000, issued, $3,471,000, in escrow (see Note), $5,029,000; coupon, but may be registered; dated May 1, 1895, due 1910; denom. $1,000; int. payable May and Nov. at Old Colony Trust Co., of Boston, trustee of mortgage.

Kansas City Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $1,350,000; dated April, 1887, due 1901; denom. $1,000; int. 5 p. c. on $1,050,000 and 6 p. c. on $300,000 (Summit Street line), payable Apr. and Oct., at office of New England Trust Co., of Boston, trustee of mortgage, and of Blair & Co., New York.

Grand Avenue Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,200,000; coupon, but may be registered; dated July 10, 1888, due, July 10, 1908; denom. $1,000; int. payable Jan. 10 and July 10, at office of Central Trust Co., of New York, trustee of mortgage.

Kansas City Elevated Ry. Co.'s first mortgage gold bonds authorized and issued, $2,600,000; coupon, but may be registered; dated July 1, 1892, due 1922; denom. $1,000; int. 4 to 6 p. c. (see Note), payable Jan. and July, at office of Manhattan Trust Co., of New York.

South Side Street Ry. Co.'s first mortgage 5 p. c. bonds, $12,000; due June 1, 1899.

Note.—$4,550,000 of the consolidated mortgage bonds are held in escrow to retire at maturity the general mortgage bonds ($1,000,000), the Corrigan Consolidated St. Ry. Co.'s bonds ($1,000,000), the Kansas City Cable Ry. Co.'s bonds ($1,350,000), and the Grand Avenue Ry. Co.'s bonds ($1,200,000).

$479,000 of the consolidated mortgage bonds are held in escrow for improvements.

Please note date of information at end of each report.

The company guarantees 6 p. c. int. on $600,000, of the first mortgage bonds (stamped "preferred") of the Kansas City Elevated Ry. Co., and upon the remainder (stamped "common") 3 p. c. per annum until July, 1895, and 4 p. c. thereafter.

Operation.	8 mos. ending Jan. 31, 1895.	8 mos. ending Jan. 31, 1896.	12 mos. ending May 31, 1896.	8 mos. ending Jan. 31, 1897.
Gross receipts.....	$1,178,439	$1,218,430	$1,780,940	$1,211,763
Operating expenses...	728,870	699,827	1,033,042	688,700
Earnings from oper'n.	449,569	518,603	747,898	523,063
Fixed charges.....			484,228	340,784
Net income.....			263,670	182,279

Dividends.—In 1895, ½ p. c. quarterly, in 1896, 2½ p. c.; in Feb., 1897, ½ p. c.

Plant and Equipment.—Miles of track, 136; operated by horses, 12.8, by electricity, 62.6, by cable, 60.6; gauge, 4 ft. 8½ in.; 56 lb. to 100 lb. c. b. and girder rail; 175 horses, 612 cars, of which 38 are horse cars, 87 are motor cars, 147 are grip cars and 340 trail cars; 985 H. P. engines, Babcock & Wilcox boilers, A. & S. and H., O. & R. engines, Gen. Elec. dynamos and motors, Laclede, Pullman, St. Louis and Stephenson cars, Bemis and St. Louis trucks.

Officers.—Pres. & Treas. C. F. Morse, V. Pres. & Gen. Man. W. H. Holmes, Sec. L. C. Krauthoff, Asst. Sec. & Audr. J. A. Harder, Supt. C. F. Holmes, Pur. Agt. W. A. Satterlee, Ch. Engr. of Power Station D. W. Dozir, Elecn. Chas. Grover.

Directors.—C. F. Morse, S. B. Armour, Wallace Pratt, C. F. Adams, E. J. Martyn, W. H. Holmes, D. B. Holmes, L. C. Krauthoff, C. F. Holmes.

General Office, 1500 Grand Ave.

References.—Description of road, Vol. VI, Mar., '90, p. 112(ill.); conditions of consolidation, Vol. XI, May, '95, p. 322; description of road (brief), Vol. XII, Oct., '96, p. 607; description of track, Vol. XIII, Mar., '97, p. 169 (ill.).

Date of information, May, 1897. a z

Brooklyn Avenue Railway Co.—Chartered in 1896, as the successor to the People's Cable Ry. Co., which was sold in Feb., 1896, to J. H. Lucas.

Capital Stock, authorized and issued, $750,000; par value, $100 per share.

Funded Debt.—$600,000.

Plant and Equipment.—Miles of track (cable), 6.8; gauge, 4 ft. 8½ in.; 58½ lb. rail; 35 cars, of which 15 are grip cars and 20 trail cars; 650 H. P. station plant.

Officers.—Pres. J. H. Lucas, V. Pres. J. H. Frost, Sec. & Treas. W. T. Johnson.

Directors.—J. H. Lucas, J. H. Frost, W. T. Johnson, W. J. Smith, James Lillis.

General Office, 10th Euclid Ave.

Date of information, Apr., 1896.

Kansas City & Leavenworth Railway Co.

Capital Stock, $500,000.

Officer.—Pres. & Gen. Man. H. A. Keefer, of Kansas City.

Directors.—W. A. Bunker, A. Johnson, C. F. Hutchings, of Kansas City, Kan.; H. A. Keefer, of Kansas City, Mo.; J. C. Stone, Jr., John Hannon, Ed. Carroll, of Leavenworth, Kan.

Date of information, May, 1897. a z

North East Electric Railway Co.—This is the successor, by purchase in Aug., 1896, to the North East Street Ry. Co.

Capital Stock, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated 1896, due 1916; denom. $100 and $500; int. payable Jan. and June, at office of North American Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. girder rail; 20 motor cars; A. & S. engines, Gen. Elec. and West. dynamos and motors, Brownell cars.

Officers.—Pres. W. M. Reid, V. Pres. S. M. Jarvis, Sec. & Treas. E. G. Vaughn, Gen. Man. & Pur. Agt. W. O. Hands.

Date of information, Apr., 1897. d z

Westport & Waldo Railway.—Chartered Feb. 1894, for 49 years. Annual meeting Feb. 5. Operation commenced Mar. 1, 1895.

Capital Stock, authorized, $200,000, issued, $65,000, in treasury, $135,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $200,000, issued, $35,000; coupon, but may be registered; dated Apr. 1, 1894, due 1914; denom. $500; int. payable Apr. and Oct., at office of Central Trust & Safe Deposit Co., of Cincinnati, trustee of mortgage.

Note.—The unissued first mortgage bonds now in the treasury may be issued and sold for extensions at a rate not exceeding $10,000 per mile of single track, and $15,000 per mile of double track.

Leased Roads.—The company operates the property of the Kansas City & Southwestern St. R. R. Co., under a short time lease.

Franchises.—Municipal franchises expire in 20 and 35 years.

Balance Sheet.—Dated Jan. 1, 1895.

Assets.		Liabilities.	
Cost of road.....	$101,000	Capital stock.....	$ 65,000
" equipment.....	2,000	Funded debt.....	35,000
		Other liabilities.....	3,000
Total.....	$103,000	Total.....	$103,000

Plant and Equipment.—Miles of main line, 11, of second track, 4, total track (electric), 15; gauge, 4 ft. 8½ in.; 52 lb. and 60 lb. girder and T rail; 15 cars, of which 10 are motor cars and 5 trail cars; 200 H. P. engines and dynamos, Hamilton-Corliss engines, Babcock & Wilcox boilers, West. dynamos and motors.

Officers.—Pres. Willard E. Winner, V. Pres. Eli S. Young, Sec. Chas. B. Adams, Treas. Geo. Law, Gen. Man. James R. Anderson, Ch. Engr. W. H. Dunn.

Directors.—Willard E. Winner, Eli S. Young, Chas. B. Adams, Geo. Law, M. B. Abell.

General Office, Kansas City, Mo.

Date of information, Apr., 1895.

West Side Street Railway Co.—This company has awarded contracts for the construction of 10 miles of road on Wyandotte Street, Kansas City, and work has been started. This is but a part of the company's projected lines.

Capital Stock, authorized, $100,000.

Interested Parties.—C. A. Braley, of Braley & Trimble, Kansas City, and the Missouri, Kansas & Texas Trust Co., of Kansas City.

Date of information, Feb., 1897.

KEARNEY, NEB.

Population in 1880, 1,782, in 1890, 8,074.

The Kearney Electric Co.

CAPITAL STOCK, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Fredk. K. Walbridge, V. Pres. Augustus Frank, Sec. Treas. & Supt. G. W. Frank, Jr.

Date of information, May, 1897. a z

KENOSHA, WIS.

Kenosha Electric Street Railway Co.—Chartered Apr. 2, 1892. This company has been dissolved and the tracks have been removed.

Date of information, May, 1897. z

KEOKUK, IA.

Population in 1880, 12,117, in 1890, 14,101.

Keokuk Electric Street Railway & Power Co.—This is the successor to the Keokuk Electric Ry. Co. In Mar., 1897, it was reported that this company had suspended operations.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. to 56 lb. T rail; 15 cars, of which 11 are motor cars and 4 trail cars; Ball & Wood and Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. J. C. Hubinger, Elecn. A. Gregory.

Date of information, Mar., 1897. d

KEYPORT, N. J.

Population of Keyport and Matawan Township in 1890, 6,594.

Keyport & Matawan Street Railroad Co.—Chartered Mar. 26, 1891. Annual meeting first Tuesday in Mar.

CAPITAL STOCK, authorized $50,000, issued $30,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$9,096	$7,725	$6,571	$6,457	$6,934
Operating expenses	1,796	1,309	1,327	1,481	1,699
Earnings from operation	7,300	6,416	5,244	4,966	5,235
Dividends paid		600	600	600	

DIVIDENDS.—In 1893, 1894 and 1895, 2 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 38 lb. girder and side bearing rail; 24 horses, 6 horse cars.

OFFICERS.—Pres. R. R. Brown, Sec. Treas. Gen. Man. & Pur. Agt. A. M. Brown, Supt. W. C. Smith.

Date of information, Jan., 1897. b

KEY WEST, FLA.

Population in 1880, 9,890, in 1890, 18,058.

Key West Street Car Co.

CAPITAL STOCK, authorized, $250,000, issued, $125,000.

FUNDED DEBT, authorized $150,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 50 lb. rail; 75 horses, 12 horse cars; Brill cars.

OFFICERS.—Pres. John J. Philbrick, Sec. J. C. Whalton, Jr., Treas. G. W. Allen, Supt. H. G. Fulford, Ch. Engr., F. M. Sankey.

Date of information, May, 1897. z

KINGSTON, N. Y.

Population in 1880, 18,344, in 1890, 21,261.

Kingston City Railroad Co.—Chartered June 5, 1879, for 99 years. Annual meeting second Wednesday in Oct.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 7 p. c. coupon bonds, $15,000; dated June 12, 1879, due 1909; denom. $500; int. payable Jan. and July, at office of company.

5 p. c. debenture bonds, $10,000; dated June 1, 1890, due 1900; denom. $500; int. payable June and Dec., at office of company.

Consolidated 5 p. c. bonds, authorized, $150,000, issued, $135,000; dated Mar. 1, 1893, due 1923; denom. $1,000; int. payable Mar. and Sept., at office of Farmers' Loan & Trust Co. of New York.

Bond and mortgage, $6,000, payable on demand; int., 6 p. c., payable quarterly.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$31,806	$31,502	$46,467	$50,230	$52,682
Operating expenses	22,768	26,983	29,038	31,404	31,366
Earnings from operation	9,038	4,519	17,430	18,826	21,316
Deductions from earnings	2,786	2,899	9,398	9,577	10,301
Net income	6,252	1,621	8,032	9,249	11,015
Dividends paid	5,000		3,750	9,000	9,000
Surplus	1,252	1,621	4,282	249	2,015
Total surplus account	15,304	16,925	4,282	4,531	6,546

DIVIDENDS.—In 1894, 5½ p. c.; in 1895, 6 p. c.; in 1896, 6 p. c.

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 3,163
Transportation expenses	21,788
Maintenance of way and buildings	1,579
" " equipment	4,836
Total	$31,366

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	1,029,631
Car miles run	187,650
Gross receipts per car mile	$.281
Operating expenses per car mile	.167

BALANCE SHEET.—Dated June 30.

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$308,417	$320,864	$321,663
Cash assets	4,897	3,051	4,158
Other assets	357	878	767
Total	$313,671	$324,793	$326,688
LIABILITIES.			
Capital stock	$150,000	$150,000	$150,000
Funded debt	156,000	166,000	166,000
Current liabilities	3,389	4,262	4,142
Profit and loss (surplus)	4,282	4,531	6,546
Total	$313,671	$324,793	$326,688

PLANT AND EQUIPMENT.—Miles of track (electric), 2.85; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 11 motor cars; Payne engines, Gen. Elec. dynamos and motors; Pullman cars.

OFFICERS.—Pres. S. D. Coykendall, Sec. & Treas. Peter E. Schoonmaker, Gen. Man. & Pur. Agt. Geo. Coykendall, Audr. Oscar L. Eastman, Elecn. & Ch. Engr. T. C Coykendall.

DIRECTORS.—S. D. Coykendall, Geo. Coykendall, Thos. C. Coykendall, Harry S. Coykendall, Peter E. Schoonmaker, Amos Van Etten, Abel A. Crosby, Edward Coykendall, Fredk. Coykendall.

GENERAL OFFICE, Rondout, N. Y.

REFERENCE.—Increase of stock, Vol. IX, Feb. '93, p. 128.

Date of information, May, 1897. a z

Colonial City Traction Co.—Chartered Jan. 9, 1896, as the successor to the Colonial City Electric Ry. Co., whose property was sold under foreclosure of mortgage on Dec. 12, 1895, to C. S. Davidson of New York, representing the bondholders, for $70,000. Annual meeting in Jan.

CAPITAL STOCK, $175,000; par value, $100 per share.

FUNDED DEBT.—First mortgage, authorized and issued, $100,000. Second mortgage, authorized and issued, $75,000.

OPERATION.—The Colonial City Electric Ry. Co. reported earnings for the year ending Sept. 1895, and for the period from July 1, 1895, to Jan. 18, 1896 (then in hands of receiver). The report for the period from Jan. 19, 1896, to June 30, 1896, is made by the Colonial City Traction Co.

	Year ending Sept., 1895.	Year ending June 30, 1896.
Gross receipts	$11,763	$24,919
Operating expenses	20,820	35,644
Deficit from operation	9.057	10,725
Deduc. from earnings	425	501
Net deficit	9,482	11,226

OPERATING EXPENSES.

General expenses	$ 5,178
Transportation expenses	22,168
Maintenance of way buildings	2,222
" " equipment	6,076
Total	$35,644

PLANT AND EQUIPMENT.—Miles of track (electric), 4 58; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 8 motor cars; Ball & Wood engines, Gen. Elec. and West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Chas. M. Preston, Sec. John E. Kraft, Treas. Abraham Hasbrouck, Man. Chas. H. Ledlie.

DIRECTORS.—Chas. M. Preston, John E. Kraft, Gilbert D. B. Hasbrouck, Geo. Hutton, Abraham Hasbrouck, Wm. Hutton, A. S. Newcomb, John N. Cordts, of Kingston, N. Y.

GENERAL OFFICE, 24 East Strand, Kingston, N. Y.

Date of information, May, 1897. b z

KINGSTON, ONT.

Population in 1891, 19,264.

Kingston, Portsmouth & Cataraqui Electric Railway Co.

CAPITAL STOCK, $200,000.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized and issued, $200,000; dated Jan. 1, 1894, due 1914; int. payable Jan. and July at office of the company.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 55 lb. and 65 lb. T rail; 16 motor cars; Inglis engines, Can. Gen. Elec. dynamos and motors, various cars.

OFFICERS.—Pres. Ira A. Breck, V. Pres. & Man. B. W. Folger, Sec. & Treas. Geo. Osborne, Asst. Man. Hugh Nickle.

REFERENCE.—Description of road, Vol. XI, Souv., '95, p. 39 (ill.).

Date of information, May, 1897. a d z

KNOXVILLE, TENN.

Population in 1880, 9,693, in 1890, 22,535.

Knoxville Street Railway Co.—This company serves a population of about 47,000. This is a reorganization of the Knoxville Electric Ry. Co., whose property was sold under foreclosure of mortgage in July, 1895, to J. Simpson Africa, representing the bondholders, for $162,152. This property is now in the hands of the trustee pending final reorganization. The franchises owned by this company were granted in 1876, in perpetuity. Annual meeting second Tuesday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, none; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, none yet issued; denom. $100, $200, $300, $500 and $1,000; int. payable at office of Union Trust Co., of Philadelphia, trustee of mortgage.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 45 lb. and 56 lb. T, girder and tram rail; 26 motor cars; 450 H. P. station plant; Cooper engines, Gen. Elec. dynamos and motors, New Castle, Pullman & Stephenson cars.

OFFICERS.—Trustee J. Simpson Africa, Sec. & Man. C. C. Howell, Treas. W. S. Shields, Supt. & Elecn. Robert K. Howard.

REFERENCES.—Description of power plant, Vol. VI. Aug., '90, p. 380 (ill.); fare regulations (brief.), Vol. XII, May, '96, p. 290.

Date of information, May, 1897. a z

Citizens' Street Railway Co.—This company was chartered in 1895. It has been granted franchises covering the principal streets of Knoxville. These franchises are contested by the Knoxville Street Ry. Co., said Knoxville Street Ry. Co. claiming to hold prior franchises for the same streets. Litigation is still in progress.

OFFICERS.—Pres. W. G. McAdoo, Jr., Gen. Man. M. F. H. Gouveneur.

Date of information, Jan., 1897.

West End Street Railroad Co.—Chartered Aug. 19, 1887.

CAPITAL STOCK, authorized, $50,000, issued, $25,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $26,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 65 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors. Stephenson cars; rent power.

OFFICERS.—Pres. R. M. Rhea, V. Pres. W. P. Chamberlain, Sec. & Treas. C. M. Rhea, Gen. Man. Pur. Agt. & Elecn. P. W. Hickman.

Date of information, Dec., 1896. d

Fountain Head Railroad Co.—Chartered May, 1889.

CAPITAL STOCK, authorized, and issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 7; gauge, 4 ft. 8½ in.; 45 lb. T rail; 11 cars, of which 7 are passenger cars and 4 freight cars, 3 dummies; Baldwin engines, Brill cars.

OFFICERS.—Pres. G. Borgfeldt, V. Pres. G. F. Pfeiffer, Sec. James Dunne, Treas. J. Kahle, Gen. Man. R. M. Doll, Jr.

GENERAL OFFICE, 703 Broadway, North Knoxville.

Date of information, May, 1897. a d z

KOKOMO, IND.

Population in 1880, 4,042, in 1890, 8,260, in 1897, 12,300.

Kokomo City Street Railway Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $75,000; dated Nov. 1, 1892, due 1912; int. payable Mar. and Nov.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.88; gauge, 4 ft. 8½ in.; 35 lb. T rail; 13 cars, of which 9 are motor cars and 4 trail cars; Dick & Church engines, Detroit dynamos and motors, Brownell cars.

OFFICERS.—Pres. F. E. Snow, V. Pres. W. A. Jackson, Sec. F. Woodruff, Treas. W. P. Stevens, Gen. Man. C. L. Harry, Ch. Engr. & Elecn. M. L. Harry.

GENERAL OFFICE, Kokomo, Ind. President's office, Detroit, Mich.

Date of information, May, 1897. a z

NEW CORPORATION.

Kokomo & Greentown Railway Co.—Franchises for this line have been granted and work has been commenced. The distance between Kokomo and Greentown is ten miles.

CAPITAL STOCK, $50,000.

DIRECTORS.—F. H. Allen, of Kokomo, Ind.; Frank E. Snow, 905 Hammond Bldg., Detroit; A. Avery, C. H. Hillon, J. S. McDonald, of Detroit, Mich.

Date of information, Feb., 1897.

LACONIA, N. H.

Population in 1880, 3,740, in 1890, 6,143, in 1895, (local estimates), 10,000.

Laconia Street Railway.—Chartered in 1881. Annual meeting in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $50,000; par value, $50 per share. Dividends payable annually in Feb.

FUNDED DEBT.—None.

FLOATING DEBT, $8,500.

OPERATION.—Year ending Dec. 31,	1894.	1895.	1896.
Receipts from passengers	$10,282	$11,364	$9,891
" other sources	1,306	1,118	1,143
" total	11,588	12,482	11,034
Operating expenses	8,886	9,765	9,243
Earnings from operation	2,702	2,717	1,791
Deductions from earnings.			
Interest on floating debt	426	855	480
Taxes	254		525
Net income	2,022	1,862	785
Dividends paid	2,000		
To surplus account	22	1,862	785
Total surplus account	5,283	7,145	5,410
Stock receiving dividends	50,000		

DIVIDENDS.—In 1893, 5 p. c.; in 1894, 4 p. c.

BALANCE SHEET.—Dated Dec. 31,	1894.	1895.	1896.
ASSETS.			
Cost of road	$29,178	$29,250	$29,718
" equipment	34,464	34,611	32,903
Cash assets	3,141	2,783	1,288
Total	$66,783	$66,644	$63,909
LIABILITIES.			
Capital stock	$50,000	$50,000	$50,000
Bills payable	9,500	9,500	8,500
Other liabilities	2,000		
Profit and loss (surplus)	5,283	7,144	5,409
Total	$66,783	$66,644	$63,909

PLANT AND EQUIPMENT.—Miles of track (horse), 3.62; gauge, 3 ft.; 35 lb. T rail; 31 horses, 11 horse cars.

OFFICERS.—Pres. A. G. Folsom, Sec. & Treas. Edmund Little, Gen. Man. S. B. Smith, Supt. N. H. Dunbar.

DIRECTORS.—Albert G. Folsom, Edwin C. Lewis, S. C. Clark, C. F. Stone, P. Putnam, S. B. Smith, A. J. Pillsbury.

Date of information, May, 1897. a z

LA CROSSE, WIS.

Population in 1880, 14,505, 1890, 25,090, in 1893 (local estimates), 32,482.

La Crosse City Railway Co.—Chartered Nov. 17, 1885.

CAPITAL STOCK, $200,000.

FUNDED DEBT, $125,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.95; gauge, 4 ft. 8½ in.; 40 lb. to 66 lb. girder and T rail; 29 cars, of which 12 are motor cars and 17 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. B. E. Edwards. V. Pres. W. W. Cargill, Sec. H. E. West. Treas. Geo. H. Clark, Supt. Peter Valier, Ch. Engr. of Power Station S. J. Prentiss, Elecn. J. Johnson.

DIRECTORS.—B. E. Edwards, W. W. Cargill, Henry Gund.

GENERAL OFFICE, 3d and La Crosse Sts.

REFERENCE.—Description of road, Vol. IX, Aug., '93, p. 568 (Ill.).

Date of information, Apr., 1897. d z

NEW CORPORATION.

La Crosse, Black River Falls & Millsville Electric Railway Co.—Chartered May 13, 1895. This company contemplates issuing bonds in order to build its lines.

CAPITAL STOCK, $300,000.

INCORPORATORS.—N. Clark, P. McHugh, T. J. McHugh, W. H. Polloys and Wm. Burns, of La Crosse.

Date of information, Apr., 1897. z

LAFAYETTE, IND.

Population in 1880, 14,860; in 1890, 16,243; in 1896, 25,000.

Lafayette Street Railway Co.—This company has extended its lines to the State Soldiers' Home, and to Tecumseh Trail, a pleasure resort owned by the company.

CAPITAL STOCK, $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.5; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 26 cars, of which 24 are motor cars and 2 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Warrer G. Griffith, Sec. & Treas. J. T. Henderson, Supt. E. B. Gunn.

Date of information, Apr., 1897. d z

Please note date of information at end of each report.

LAKE CHARLES, LA.

Population in 1880, 838, in 1890, 3,442, in 1894 (local estimates), 6,000.

Lake Charles Street Railway Co.—Chartered, and an exclusive municipal franchise granted 1890 for 50 years. Annual meeting, Aug. 1.

CAPITAL STOCK, authorized, $50,000, issued, $11,500.

FUNDED DEBT.—None.

DIVIDENDS.—The company has paid in dividends since 1890 a total of 45 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 5, of road, 5; gauge, 4 ft. 8½ in.; 22 lb. T rail, 15 horses, 10 horse cars.

OFFICERS.—Pres. J. A. Bel, V. Pres. D. Reims, Sec. L. Kaufman, Treas. A. Meyer, Gen. Man. P. Crowley.

DIRECTORS.—J. A. Bel, D. Reims, L. Kaufman, A. Meyer, P. Crowley.

GENERAL OFFICE, cor. Ryan and Pujo Sts.

Date of information, May, 1897. a z

LAMPASAS, TEX.

Population in 1880, 653, in 1890, 2,408.

Lampasas Springs Street Railroad Co.—This company has been dissolved, and the tracks have been removed.

Date of information, May, 1897. a z

LANCASTER, O.

Population in 1880, 6,803, in 1890, 7,555.

Lancaster Electric Railway Co.—This property was sold on Jan. 4, 1896, to A. Bauman, for $6,130. The company will be reorganized and the road equipped with electricity.

PLANT AND EQUIPMENT.—Miles of track, 4, bonded for electric service; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 16 horses, 7 horse cars.

OFFICERS.—New officers unknown, but Geo. Matt and Chas. F. Nestor are interested with A. Baumann in the property.

Date of information, Jan., 1896.

LANCASTER, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Lancaster is situated on Conestoga Creek in southeastern Pennsylvania. It is the capital of Lancaster County.

Population.—The population in 1880 was 25,769, and in 1890 32,011, an increase of 24 per cent. In 1895 the population (by local estimates) was 40,000.

Railroad Connections.—The Pennsylvania R. R., the Lancaster & Quarryville R. R., the Lancaster & New Holland R. R. and the Philadelphia & Reading R. R. enter the city.

Manufacturing and Commercial Interests.—A capital of about $7,400,000 is employed in the various manufacturing industries of the city, the principal productions being tobacco, cigars and cigarettes, cotton goods, leather, rolled iron, iron castings, engines and boilers, edge tools, files, rifles, copper kettles, screws, chains, locks, watches, furniture, cabinet organs, combs, hats, soap, malt liquors, pottery, carriages, lumber, confectionery, umbrellas and silver-plated ware. Lancaster is the center of a very fertile agricultural region, of which tobacco is a staple. The city has a very large trade in that product. About 8,000 hands are employed in the manufacturing industries, receiving in wages about $2,500,000 per annum, and the value of the manufactured product is about $10,500,000 per annum.

Banking Capital.—There are now (1897) 7 national banks with capital and surplus of $2,421,000, 2 trust companies with capital and surplus of $440,000. The total banking capital is $2,861,000.

STREET RAILWAY SYSTEM—Present Companies.

Pennsylvania Traction Co.—Chartered 1893. Annual meeting second Monday in Jan. This company controls and operates under lease the properties of the following street railway companies:

The Lancaster & Philadelphia Electric Ry. Co.
The Lancaster City Street Ry. Co.
The West End Street Ry. Co.
The Lancaster & Columbia Ry. Co.
The Columbia & Ironville Passenger Street Ry. Co.
The Columbia & Donegal Ry. Co.
Lancaster & New Holland Ry. Co.
Lancaster & Lititz Electric Ry. Co.
Lancaster & Terry Hill Street Ry. Co.

In Apr., 1896, the company defaulted on the interest of several of its mortgage bond issues, and in Nov., 1896, a receiver was appointed for the property.

Capital Stock, authorized, $10,000,000, issued, $9,900,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $2,250,000, issue unknown; dated Apr. 1, 1894, due, 1924; coupon, but may be registered; denom., $100, $500 and $1,000; int. payable Apr. and Oct., at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

Assumed indebtedness.

West End Street Ry. Co.	$225,000
Lancaster City Street Ry. Co.	160,000
Lancaster & Columbia Ry. Co.	225,000

Operation.—Year ending June 30,

	1894.	1895.	1896.
Receipts from passengers	$135,518	$165,309	$198,304
" other sources	5,774	5,909	
" total	141,292	171,218	198,304
Operating expenses		171,372	134,954
Earnings from operation		*154	63,350

*Deficit.

Balance Sheet.—Dated June 30,

	1894.	1895.
ASSETS.		
Road and equipment	$11,422,091	$11,941,150
Supplies, etc.	5,000	3,000
Cash	2,759	14,368
Total	$11,429,850	$11,958,518
LIABILITIES.		
Capital stock	$ 9,900,000	$ 9,900,000
Funded debt	1,114,500	1,561,200
Floating debt	415,350	497,318
Total	$11,429,850	$11,958,518

Note.—No balance sheet for the year ending June 30, 1896, was given out.

Plant and Equipment.—Miles of track (electric), 50; gauge, 5 ft. 2½ in.; 66 lb. and 96 lb. girder and T rail; 50 cars, of which 45 are motor cars and 5 trail cars; Ball & Wood and Reynolds engines, Gen. Elec. and West. dynamos and motors, Brill and St. Louis cars.

Officers.—Receiver W. B. Given, Pres. John J. Patterson, Sec. Jno. S. Greybill, Treas. Henry Yeagley, Gen. Man. J. G. Zook, Supt. W. J. Fordney.

Directors.—John J. Patterson, J. Hay Brown, John D. Skiles, Michael Reilly, H. Yeagley, M. Z. Herr, J. Grist Zook, B. F. Brenneman, Wm. B. Given, Robt. M. Meen, S. M. Patterson.

References.—Annual report, '94, Vol. XI, Feb., '95, p. 124. LANCASTER STREET PASSENGER RY.—Annual report, '92, Vol. IX, Feb., '93, p. 129. COLUMBIA & DONEGAL RY. CO.—Description of road, Vol. X. Apr., '94, p. 223 (ill.).

General Office, 105 N. Duke St. Supt's office, 529 W. Prince St.

Date of information, Dec., 1896. b d

LANGHORNE, PA.

Population along the route, 12,000.

The Newtown, Langhorne & Bristol Trolley Street Railway Co.—Chartered Mar. 28, 1895. The company commenced operation on Apr. 15, 1896. This company has extended its lines to Bristol, and has secured franchises to Trenton, N. J.

Capital Stock, authorized and issued, $100,000.

Funded Debt, outstanding, $100,000.

Operation.—75 days ending June 30, 1896.

Gross receipts	$1,314
Operating expenses	978
Earnings from operation	336

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip...	$20,000	Capital stock	$10,000
Cash	336	Funded debt	10,000
		Profit and loss (surplus)	336
Total	$20,336	Total	$10,000

Plant and Equipment.—Miles of track (electric), 8.75; 7 motor cars; Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. H. W. Watson, Sec. H. H. Gillam, Treas. H. Palmer, Supt. Wm. B. Parry.

Directors.—H. W. Watson, H. H. Gillam, H. Palmer, Wm. B. Parry, A. W. Gilkeson, Henry Lovett, of Langhorne, Pa.; G. S. W. Brubaker, of Lancaster, Pa.

General Office, Langhorne, Pa.

Date of information, May, 1897. a b z

LANSING, MICH.

Population in 1880, 8,319, in 1890, 13,102, in 1895 (local estimates), 20,000.

Lansing City Electric Railway Co.—This is the successor to the Lansing City Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated Jan., 1896; denom. $100; int., payable at office of Continental Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending Dec. 31, 1896.

Receipts from passengers	$20,912
" other sources	150
" total	21,062
Operating expenses	15,442
Earnings from operation	5,620
Deductions from earnings.	
Interest on bonds	5,000
Net income	620

BALANCE SHEET.—Dated Dec. 31, 1896.

ASSETS.

Cost of road	160,000
Cost of equipment	35,000
Other permanent investments	4,500
Cash	309
Bills and accounts receivable	150
Materials and supplies	1,200
Profit and loss (deficit)	1,531
Total	202,690

LIABILITIES.

Capital stock	100,000
Funded debt	100,000
Accrued interest	2,690
Total	202,690

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 48 lb. T rail; 18 cars, of which 11 are motor cars and 7 trail cars; West. dynamos and motors, Laclede and St. Louis cars, Brill and Fulton trucks.

OFFICERS.—Pres. & Gen. Man. L. N. Downs, V. Pres. Jas. J. Baird, Sec. & Treas. Lawrence Barrett, Supt. H. A. Burton, Elecn. E. Slaughter.

DIRECTORS.—L. N. Downs, Lawrence Barrett, Jas. J. Baird.

GENERAL OFFICE, Lansing, Mich.

Date of information, May, 1897. a z

LARCHMONT, N. Y.

The Larchmont Horse Railway Co.—Chartered Feb. 7, 1884. Annual meeting second Tuesday in Jan.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$3,210	$3,627	$3,946	$5,450	$6,806
Operating expenses	3,022	3,276	3,553	6,626	5,041
Earnings from operation	188	351	393	*1,176	1,765
Deductions from earnings.	86	107	106	351	250
Net income	102	244	287	*1,526	1,515
Total surplus account	836	1,080	1,366	*160	1,355

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 948	$ 798
Transportation expenses	3,468	3,558
Maintenance of way and buildings	1,000	315
" " equipment	1,210	370
Total	$6,629	$5,041

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	107,117
Car miles run	18,300

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$20,000	$20,000	$20,000
" equipment	5,000	5,875	5,875
Cash assets	416		1,356
Supplies on hand	950	491	491
Profit and loss (deficit)		160	
Total	$26,366	$26,526	$27,722
LIABILITIES.			
Capital stock	$25,000	$25,000	$25,000
Open accounts		1,526	1,366
Profit and loss (surplus)	1,366		1,356
Total	$26,366	$26,526	$27,722

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 38 lb. girder rail; 12 horses, 4 horse cars; Stephenson cars.

OFFICERS.—Pres. Chas. A. Singer, Sec. H. M. Sackett, Treas. & Supt. W. H. Campbell.

DIRECTORS.—Chas. A. Singer, H. W. Sackett, Wm. H. Campbell, Geo. M. Plum. Frank A. Moore, Carsten Wendt, Joseph Bird.

GENERAL OFFICE, Larchmont, Westchester Co., N. Y.

Date of information, Nov., 1896. b

LAREDO, TEX.

Population in 1880, 3,521, in 1890, 11,313.

Laredo Electric & Railway Co.—Chartered Sept., 1892, for 25 years. Annual meeting first Monday in Mar.

CAPITAL STOCK, authorized $100,000, issued, $55,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.88; gauge, 4 ft.; 25 lb. steel T rail; 6 motor cars; 480 H. P. station plant; Armington & Sims engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. B. M. Hammond, Sec. Supt. & Pur. Agt. C. F. Yaeger, Treas. & Gen. Man. C. F. Drake.

DIRECTORS.—B. M. Hammond, C. E. Drake, E. S. Harris, C. F. Yaeger.

GENERAL OFFICE, Salinas and Farragut Sts.

Date of information, May, 1896.

International Bridge & Tramway Co.—In Oct., 1895, foreclosure suit was commenced against this company.

FUNDED DEBT, $80,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; of road, 2; 20 lb. T rail; 10 horses, 2 horse cars; Brill cars.

OFFICERS.—Pres. P. Ornelas, Sec. T. W. Smith, Supt. K. Varela.

Date of information, Oct., 1895.

LA SALLE, ILL.

Population in 1880, 7,847, in 1890, 9,855.

City Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 8 cars, of which 5 are motor cars and 3 trail cars; 200 H. P. engines, 160 H. P. dynamos, West. motors, St. Louis cars, McGuire trucks.

OFFICERS.—Pres. & Sec. L. W. Merrifield, Treas. W. C. Riale, Supt. G. H. Chapman.

DIRECTORS.—I. M. Merrifield, L. W. Merrifield, W. C. Riale, P. C. Weaver, W. P. Parker.

Date of information, May, 1897. z

LAWRENCE, KAN.

Population in 1880, 8,510, in 1890, 9,997.

Lawrence Transportation Co.—A receiver has been appointed for this property and the road has been ordered sold by the court.

CAPITAL STOCK, $35,000; par value, $100 per share.

FUNDED DEBT, $25,000; trustee of mortgage, Central Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles, of track (horse), 5.5; gauge, 4 ft. 1 in.; 38 lb. Johnson girder rail; 54 horses, 9 horse cars.

OFFICERS.—Pres. & Treas. H. Tisdale, V. Pres. J. W. Parker, Sec. H. A. Lawton, Supt. W. McElheny.

Date of information, May, 1897. z

LAWRENCE, MASS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Lawrence, one of the capitals of Essex County, is situated in eastern Massachusetts on the Merrimac River.

Suburbs.—The cities of Lowell and Haverhill, and the townships of Groveland, West Newbury, Bradford, North Andover, Methuen, Andover and Dracut are connected with Lawrence by street railway lines.

Population.—The population of Lawrence, in 1880 was 39,151, in 1890, 44,654 and in 1895, 52,164. The total population of Lawrence, Lowell, Haverhill and the seven suburban townships named, was in 1890, 174,163 and in 1895, 193,302.

Railroad Connections.—The Boston & Maine R. R. enters the city.

Manufacturing Interests.—A capital of about $29,100,000 is employed in the various manufacturing industries of Lawrence the principal productions being textiles, paper, foundry and machine shop products, flouring and grist mill products, carriages and wagons, and turned and carved wood. The Merrimac supplies enor-

mous water power, and the textile manufactories are among the largest in New England. The paper industry is also highly developed. About 15,800 hands are employed in these industries, receiving in wages about $6,500,000 per annum, and the value of the manufactured product is about $26,000,000 per annum. The city of Haverhill is also an important manufacturing center.

Banking Capital.—There are now (1897) 5 national banks with a combined capital and surplus of $1,195,500; and 3 savings banks with capital of $363,500. The total banking capital is $1,559,000.

Assessed Valuation.—The assessed valuation of real estate is (1896) $26,669,525, the property being assessed at about 90 per cent. of its real value. The assessed valuation of the personal property is $8,214,668. The total valuation of real and personal property is $34,884,223, equivalent to about $671 per capita population.

Municipal Debt.—The municipal debt of the city less sinking funds is (1896) $1,778,000.

Tax Rate.—The tax rate is (1896) $15.60 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Lowell, Lawrence & Haverhill Street Railway Co.—Chartered Apr. 29, 1892. Amended Mar. 15, 1893. Annual meeting third Tuesday in Oct. This is a consolidation, on May 31, 1893, of the Merrimack Valley Street Ry. Co. and the Haverhill & Groveland Street Ry. Co. The company's lines connect Lowell, Lawrence and Haverhill.

Capital Stock, authorized, $1,900,000, issued, $1,500,000, subscribed for, $400,000, on which 5 p. c. has been paid in; par value, $100 per share.

Funded Debt.—Merrimack Valley Street Ry. Co.'s first mortgage 5 p. c. gold bonds, $350,000; dated Apr. 1, 1891, due 1911; int. payable Apr. and Oct., at office of the International Trust Co., of Boston, trustee of mortgage.

First mortgage 5 p. c. bonds, authorized, $1,900,000, issued and outstanding, $986,000, retired (see Note), $14,000, in escrow (see Note), $350,000, in treasury, $550,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Note.—$350,000 of the first mortgage 5 p. c. bonds are held in escrow to retire at maturity an equal amount of the first mortgage bonds of the Merrimack Valley Street Ry. Co.

The first mortgage bonds may be called for payment at 105 and interest, or may be purchased in open market at a lower price. The mortgage deed provides that the company shall retire by purchase or call, ½ p. c. of its outstanding bonds during each of the years ending May 31, 1894 to 1898 inclusive; 1 p. c. in 1899 to 1903; 1½ p. c. in 1904 to 1908; 2 p. c. in 1909 to 1913; 2½ p. c. in 1914 to 1918, and 3 p. c. in 1919 to 1923, $14,000 having already been retired.

The unissued first mortgage bonds now in the treasury may be issued and sold for cash, the proceeds to be used to increase the property of the company.

Operation.—Year ending Sept. 30,

	1894.	1895.	1896.
Receipts from passengers	$267,042	$396,661	$403,279
" other sources	2,698	6,869	6,722
" total	269,740	403,530	410,001
Operating expenses	205,816	262,935	247,792
Earnings from operation	63,924	140,595	162,209
Deductions from earnings.			
Interest on bonds	54,100	65,133	66,967
" " floating debt	1,170	1,079	1,835
Taxes	17,153	17,869	18,071
Net income	*8,498	56,514	75,337
Total surplus account	71,218	†55,367	†78,344

*Deficit.

† $72,365 was written off various construction and plant accounts during the year 1895, and $52,359 during the year 1896.

OPERATING EXPENSES.

Year ending Sept. 30,	1894.	1895.	1896.
General expenses	$ 42,154	$ 61,391	$ 55,540
Maintenance of way and buildings	28,331	29,224	24,408
Maintenance of equipment	19,796	28,730	23,666
Transportation expenses	115,535	143,591	144,179
Total	$205,816	$262,936	$247,792

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1894.	1895.	1896.
Passengers carried	5,508,720	8,102,148	8,205,411
Car miles run	1,014,472	1,352,954	1,443,730
Total receipts per car mile	$.266	$.298	$.284
Operating expenses per car mile.	.203	.194	.172

Balance Sheet.—Dated Sept. 30,

ASSETS.

	1894.	1895.	1896.
Cost of road	$1,320,900	$1,580,360	$1,580,360
" equipment	629,445	655,278	654,681
Other permanent investments	580,869	670,191	670,186
Cash	45,720	44,877	57,816
Bills and accounts receivable	49,861	27,015	31,010
Material and supplies	15,695	18,202	15,448
Other assets	5,310	9,184	1,749
Est. cost of work in process of completion	350,000		
Total	$2,997,800	$3,005,107	$3,011,250

LIABILITIES.

Capital stock	$1,500,000	$1,500,000	$1,500,000
5 p. c. assess. on $400,000 inc	20,000	20,000	20,000
Funded debt	1,346,000	1,341,000	1,336,000
Accrued interest	12,433	16,517	16,433
Bills and accounts payable	34,929	56,250	44,979
Other liabilities	13,220	15,973	15,493
Profit and loss (surplus)	71,218	55,367	78,344
Total	$2,997,800	$3,005,107	$3,011,250

Plant and Equipment.—Miles of main line, 48.47, of second track, 8.64, of sidings, 1.13, total track, 58.24; operated by horses, 3.45, by electricity, 54.79; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 27 horses, 143 cars, of which 9 are horse cars, 123 are motor cars and 11 trail cars; 3,500 H.P. station plant; Green and McI. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Newburyport, Jones, Brill, Laconia and L. & F. cars, Bemis and McGuire trucks.

Officers.—Pres. G. H. Campbell, Treas. C. A. Stone, Asst. Treas. W. A. Fisher, Clerk, W. F. Pope, Audr. G. E. Tripp. Supt. Lawrence Division N. E. Morton, Supt. Haverhill Division F. Woodman.

Directors.—C. E. Adams, A. B. Bruce, J. S. Brown, G. H. Campbell, Wm. Endicott, 3d, Alfred A. Glasier, Wm. T. Kimball, G. W. Mansfield, W. F. Pope, A. R. Robertson, J. R. Simpson, Temple R. Fay, E. S. Webster.

General Offices, 586 Essex St., Lawrence, Mass., 3 Water St., Haverhill, Mass., and 104 Ames Bldg., Boston, Mass.

References.—MERRIMACK VALLEY STREET RY.—Description of road, Vol. VIII, June, '92, p. 352 (ill.) LOWELL & DRACUT STREET RY.—Description of road, Vol. VI, Jan., '90, p. 40. LOWELL, LAWRENCE & HAVERHILL STREET RY. CO.—Description of road, Vol. XI, July, '95, p. 428 (ill.).

Date of information, May, 1897. a z

NEW CORPORATION.

Lawrence & Reading Street Railway Co.—This company has been granted franchises in Reading, North Reading and Andover, but track is not yet laid. The road will start in Reading, where it will connect with the Reading & Lowell Street Ry., the Woburn & Reading Street Ry., and the Wakefield & Stoneham Street Ry. It will then run to Andover, where it will connect with the Lowell, Lawrence & Haverhill Street Ry., thus making the connecting link for a continuous electric line from Boston to Lawrence.

Capital Stock, $50,000.

Officers.—Pres. Chas. F. Woodward, Treas. A. F. Upton, Clerk. Harley Prentiss.

Date of information, Mar., 1897. d

LEAVENWORTH, KAN.

Population in 1886, 16,546, in 1890, 19,768, in 1896, (local estimates), 22,000.

Leavenworth Electric Railroad Co.—This company serves an estimated population of 27,100; it is a successor to the Leavenworth Electric Ry. Co., which was sold on June 2, 1894, by the former receiver for $80,000, the new company assuming the debts of the receiver, which aggregate about $50,000.

CAPITAL STOCK, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $300,000, issued, $250,000; in escrow (see Note), $50,000; dated, 1894, due 1924, at office of Atlantic Trust Co., of New York City, trustee of mortgage.

NOTE.—$50,000 of the bonds are held in escrow to be used in extensions and betterments, in accordance with the terms of the mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 56 lb. T rail; 18 cars, of which 14 are motor cars and 4 trail cars; Sioux City engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Pres. Newman Erb (New York), V. Pres. Herbert Smith (Boston), Sec. & Treas. J. P. Edrington (Denver), Gen. Man. Louis M. Erb, Ch. Engr. E. E. Witherby, Elecn. D. C. Spreacher.

REFERENCES.—LEAVENWORTH RAPID TRANSIT RY. CO.—Sale, Vol. IX, Jan. '93, p. 51. LEAVENWORTH ELEC. R. R. CO.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94.

Date of information, Dec., 1896. d

LEBANON, PA.

Population of Lebanon in 1880, 8,778, in 1890, 14,564.

Lebanon & Annville Street Railway Co.—Chartered Sept. 12, 1890. Annual meeting second Monday in Jan. This company leases and operates the Lebanon & Myerstown Street Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; coupon, but may be registered; dated June 1, 1892, due 1912; denom. $100, $500 and $1,000; int. payable June and Dec., at Lebanon Trust & Safe Deposit Bank of Lebanon, trustee of mortgage.

OPERATION.—Year ending

	June 30, 1892.	June 30, 1893.	June 30, 1894.	Dec. 31, 1895.	June 30, 1896.
Gross receipts	$24,400	$35,793	$39,903	$42,963	$44,634
Operating expenses	19,561	27,505	30,005	27,534	27,000
Earnings from operation	4,839	8,288	9,898	15,429	17,634
Deduct's from earnings.					
Interest	2,133		5,000	5,000	5,000
Taxes	171		1,341	837	1,193
Rentals				2,300	2,344
Other expenses					10,403
Net income	2,535		3,557	7,292	*1,306
Dividends paid				3,000	3,000
To surplus account				4,292	*14

*Deficit.

Dividends, in 1892, 6 p. c.; in 1894, 5 p. c.; in 1895, 3 p. c.; in 1896, 3 p. c.

BALANCE SHEET.—Dated	June 30, 1894.	Dec. 31, 1895.	June 30, 1896.
ASSETS.			
Cost of road, equipment and real estate	$204,308	$206,563	$208,963
Damage adjusted	3,000		
Cash		426	805
Total	$207,308	$206,989	$209,768
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000
Other assets	3,266		4,000
Profit and loss (surplus)	4,042	6,989	5,768
Total	$207,308	$206,989	$209,768

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 5 ft. 3 in.; 40 lb. to 80 lb. girder and T rail; 17 motor cars; Ball & Ide engines, Gen. Elec. dynamos and motors, Lebanon Mfg. Co., L. & F. and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. J. M. Shenk, V. Pres. S. P. Light, Sec. H. H. Light, Treas. F. H. Reinoehe, Supt. C. H. Smith.

DIRECTORS.—J. M. Shenk, S. P. Light, H. H. Light, Jno. H. Hoffer, A. Hess, H. O. Nutting, H. H. Kreider, S. L. Brightbill, H. C. Harner.

GENERAL OFFICE, Lebanon, Pa.

Date of information, Dec., 1896. b d y

Lebanon & Myerstown Street Railway Co.—Leased to and operated by the Lebanon & Annville Street Ry. Co.

CAPITAL STOCK, authorized, $100,000, issued, $76,650; par value, $50 per share. Dividends, 5 p. c. per annum, payable semi-annually.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 4 motor cars.

OFFICERS.—Pres. J. M. Shenk, Sec. S. L. Brightbill, Treas. G. D. Rise

DIRECTORS.—H. H. Light, S. P Light, Thomas Evans, C. Shenk, H. O. Nutting, of Lebanon Pa.; S. L. Brightbill, H. H. Kreider, of Annville, Pa.; H. C. Harner, of Lancaster, Pa.

Date of information, Dec., 1896. b

LEOMINSTER, MASS.

Population in 1880, 5,772, in 1890, 7,269.

Leominster & Clinton Street Railway Co.—This is the successor, in May, 1896, to the Clinton Street Ry. Co.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $5,500; dated Apr. 1, 1897, due 1917; trustee of mortgage, American Loan & Trust Co.

The mortgage deed provides that $2,000 per annum shall be passed to the American Loan & Trust Co. as a sinking fund to redeem the first mortgage bonds.

OPERATION.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers	$10,300	$11,203	$
" other sources	24	82	
" total	10,324	11,285	25,234
Operating expenses	12,115	11,048	17,432
Earnings from operation	*1,791	*236	7,802
Deductions from earnings.			
Interest	887	1,144	2,417
Taxes	71	457	381
Net income	*2,750	*1,364	5,004
Total surplus account			537

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 2,064	$ 3,646
Transportation expenses	7,732	12,041
Maintenance of road and buildings	528	898
" " equipment	725	847
Total	$11,048	$17,432

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	224,060	468,472
Car miles run	68,022	122,306
Total receipts per car mile	$.166	$.206
Operating expenses per car mile	.162.	142

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$35,621	$35,742	$165,230
" equipment	8,099	8,701	31,417
Other permanent property	5,469	5,519	115,583
Cash		637	4,924
Materials and supplies		1,107	1,352
Current assets	1,270		1,000
Profit and loss (deficit)	3,103	4,467	
Total	$53,562	$56,174	$319,506
LIABILITIES.			
Capital stock	$30,000	$30,000	$149,300
Funded debt		5,500	5,500
Floating debt	23,562		164,173
Loans and bills payable		20,537	
Matured interest coupons unpaid (including coupons due Oct. 1)		138	
Profit and loss (surplus)			533
Total	$53,562	$56,174	$319,506

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 48 lb. 58 lb. and 90 lb. T and girder rail; 14 motor cars; Gen. Elec. dynamos and motors, Jones, American and Mass. cars; water power.

OFFICERS.—Pres. A. S. Paton, V. Pres. & Sec. Geo. H. Cook, Treas. Chas. E. Hudson, Supt. & Pur. Agt. G. H. Burgesi.

DIRECTORS.—A. S. Paton, Chas. E. Hudson, Chas. E. Dresser, Geo. H. Cook, Harry L. Pierce, Charles E. Barnes, Frank E. Lowe.

GENERAL OFFICE, Leominster, Mass.

Date of information, Feb., 1897. b d

LEWISTON, ME.

Population of Lewiston and Auburn in 1880. 28 638, in 1890 32,951.

Lewiston & Auburn Horse Railroad Co.—Chartered 1881. This road was equipped with electricity in 1896.

CAPITAL STOCK, authorized, $100,000, issued, $97,800; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and ssued $25,000; dated Apr. 1 1885, due 1895; int. payable Apr. and Oct.

General mortgage 5 p. c. coupon bonds, authorized, $85,000, ssued, $60,000; dated June 1, 1891, due 1911; int. payable June and Dec. at office of Portland Trust Co., of Portland, trustee of mortgage.

Consolidated first mortgage 5 p. c. gold bonds, authorized, $350,000, issued, $265,000, in escrow (see Note), $85,000; dated Oct. 1, 1894, due, 1914, but subject to call at 105 after Oct. 1, 1899; int. payable Apr. and Oct., at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—$85,000 of the consolidated bonds are held in escrow to retire the prior liens above described.

Please note date of information at end of each report.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$28,393	$29,029	$23,706	$36,099	$55,758
Operating expenses	22,213	20,823	29,237	32,874	45,851
Earnings from operation	6,180	8,206	*5,531	3,225	9,907
Deduc. from earnings.					
Interest	3,593		4,250	4,328	11,403
Taxes	204			285	275
Other deductions				2,586	361
Net income	2,383	8,206		*3,974	*2,133
Total surplus account	*6,920	1,286	*9,781	*33,957	36,089

*Deficit.

OPERATING EXPENSES.

	1892.	1893.	1894.	1895.	1896.
Main. of way and struct.	$ 586	$ 304	$ 1,058	$	$ 4,054
Maintenance of equip.	401	210	997		6,171
Conducting transporta'n	11,590	8,416	23,469		20,399
General expenses	9,050	11,893	3,713		15,227
Total	$21,627	$20,823	$29,237	$32,874	$45,851

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	929,138
Car miles run	292.000

BALANCE SHEET.—Dated June 30,

	1895.	1896.
ASSETS.		
Cost of road	$377,575	$395,199
Bonds owned	92,000	86,700
Cash and current assets	32,963	40,350
Profit and loss (deficit)	33,957	36,089
Total	$536,494	$558,338
LIABILITIES.		
Capital stock	$ 97,800	$ 97,800
Funded debt	350.00	350,000
Current liabilities	88,694	109,788
Interest accrued		750
Total	$536,494	$558,338

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 72 lb. T and girder rail; 30 cars, of which 18 are motor cars and 12 trail cars; West. engines, West. dynamos and motors, Brill and Briggs cars.

OFFICERS.—Pres. J. M. Robbins, Sec. & Gen. Man. Henry W. True, Treas. Cyrus Greeley.

DIRECTORS.—J. M. Robbins, W. H. Newell, F. H. Packard, J. N. Wood, H. W. True.

Date of information, Dec., 1896. b d

LEWISTON, N. Y.

Population in 1880, 680, in 1890, 633.

Lewiston & Youngstown Frontier Railroad Co.—This company commenced operation in Aug., 1896.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—General mortgage 6 p. c. bonds, authorized, $150,000, issued, $104,000; due 1916; int. payable June and Dec.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft, 8½ in.; 70 lb. T and girder rail; 9 cars, of which 8 are motor cars and 1 trail car; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. L. D. Rumsey, V. Pres. H. C. Howard, Sec. Karl Evans, Treas. Geo. R. Teller, Supt. & Engr. R. B. Goodman.

REFERENCE.—Description of road (brief), Vol. XII, Sept., '96, p. 509.

Date of information, May, 1897. b d z

LEXINGTON, KY.

Population in 1880, 16,656, in 1890, 21,567, in 1894 (local estimates), 28,000.

Passenger & Belt Railway Co.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $200,000, issued, $135,000; dated Apr. 1, 1891, due $15,000 per annum, Apr. 1, 1906, to Apr. 1, 1914; int. payable Apr. and Oct., at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13, gauge, 4 ft. 8½ in.; 50 lb. T rail; 43 cars, of which 35 are motor cars and 8 trail cars; Armington & Sims and Lane & Bodley engines, Gen. Elec. dynamos and motors, Ohio Falls and Pullman cars.

OFFICERS.—Pres. & Gen. Man. C. H. Stoll, V. Pres. W. J. Loughridge, Sec. T. D. Murray, Treas. R. P. Stoll, Supt. Pur, Agt. and Elecn. R. T. Gunn, Ch. Engr. of Power Station, J. McKeever.

GENERAL OFFICE, Main and Cheapside Sts.

Date of information, May, 1897. a d z

LEXINGTON, MO.

Population in 1880, 3 906. in 1890. 4,538. in 1896 (local estimates), 5,800.

Lexington Street Railway Co.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 4 in.; 32 lb. rail; 6 horses, 2 horse cars.

SOLE OWNER, J. S. Borland.

Date of information, May, 1897. a z

LIMA, O.

Population in 1880, 7,567, in 1890, 15,970, in 1896, 23,634.

The Lima Railway Co.—This is the successor, by purchase on Oct. 23, 1896, to the Lima Electric Ry. Co. The new owners are now placing the road in first-class shape, are adding new rolling stock and contemplate several extensions in the spring.

CAPITAL STOCK, authorized and issued, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 66 lb. girder rail; 15 cars, of which 13 are motor cars and 2 trail cars; Dick & Church engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp and Barney & Smith cars.

OFFICERS.—Pres. E. W. Moore, V. Pres. Edwin Stone, Sec. Treas. & Gen. Man. Chas. Currie, Supt. A. B. Lambe.

DIRECTORS.—E. W. Moore, Edwin Stone, L. S. Catlin, N. A. Gilbert, Chas. Currie.

GENERAL OFFICE, 400 S. Main St.

Date of information, May, 1897. a z

LINCOLN, ILL.

Population in 1880, 5,639, in 1890, 6,725.

Lincoln Electric Street Railway Co.—In Feb., 1897, it was reported that this company had defaulted on the interest of its first mortgage bonds, and a receiver has been apppointed to take charge of the property.

CAPITAL STOCK, authorized and issued, $65,000.

FUNDED DEBT.—First mortgage bonds, $50,000; denom. $500; dated Jan. 1, 1895, due 1915; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 6, of road, 6; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Bates engines, Gen, Elec. dynamos and motors, Laclede cars.

OFFICERS.—Receiver, William H. Traner, Pres. W. H. Patterson, Sec. & Treas. B. M. Kuhn, Gen. Man. L. W. Senseney.

Date of information, Feb., 1897.

LINCOLN, NEB.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Lincoln is in the eastern central part of Nebraska on Salt Creek, 50 miles west of the Missouri River. It is the capital of Nebraska and of Lancaster County.

Railroad Connections.—The following railroads enter Lincoln. Burlington & Missouri River R. R., Chicago, Rock Island & Pacific R. R., Chicago & North Western R. R., Missouri Pacific R. R., Union Pacific R. R.

Manufacturing Interests.—A capital of about $1,900,000 is employed in the various manufacturing industries of the city, the principal productions being carriages and wagons, tobacco, cigars and cigarettes, manufactured iron and packed meat. About 1,500 hands are employed in these industries, receiving in wages about $950,090 per annum, and the value of the manufactured product is about $3,000,000 per annum.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $984,000; 1 state bank, with capital and surplus of $77,000; 2 trust companies, with capital of $300,000. The total banking capital is $1,361,000.

	1880	1890.	Latest.
Population	13,003c	55,154c	60,000a
Area, in square miles	12	12	12
Population per square mile	1,083	4,596	5,000
Assessed Valuation.			
Real estate (10 % actual value)	$		4,873,076b
Personal property	$		612.234b
Total	$ 1,133,389c	5,476,864c	5,485,310b
" per cap	$ 87	99	
***Municipal Debt,** net	$ 199,615c	1,526,569c	1,169,100d
" " per cap	$ 15	28	
Tax Rate, per $1,000			70.00b
Manufacturing Interests.			
No. of establishments		117c	
Capital invested	$	1,914,889	
" " per cap	$	35	
No. of employes		1,518	
Wages per annum	$	936,675	
Cost of materials	$	1,278,863	
Value of product	$	3,018,837	
Banking Capital	$		1,361,000d
" " per cap.	$		

*Including water debt, deducting sinking fund. a Local estimates. b 1896. c Census. d 1897.

Please note date of in[illegible]

STREET RAILWAY SYSTEM—Present Companies.

Lincoln Street Railway Co.—Chartered, Apr. 7, 1885. This is a consolidation of the Lincoln Street R. R. Co., the Capital City Street Ry. Co., the Standard Street Ry. Co., the Lincoln Rapid Transit Co., and the Lincoln Electric Ry. Co. Receiver appointed on Jan. 5, 1895, on account of default in interest due. On Mar. 25, 1895, foreclosure proceedings on the first mortgage bonds were commenced, but the property is still in litigation.

Capital Stock.—Common stock, authorized, $1,700,000, issued, $1,100,000; par value, $100 per share.

7 p. c. preferred stock, authorized, $300,000, issued, $200,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $600,000; coupon, but may be registered; dated Apr. 1, 1891, due 1916; denom. $1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., of New York, and the American Loan & Trust Co., of Boston.

First consolidated mortgage 5 p. c. bonds, authorized, $2,500,000, issued, $860,000, in escrow (see Note), $600,000; coupon, but may be registered; dated Apr. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of New York Guaranty & Indemnity Co., of New York, trustee of mortgage.

Note.—$600,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds at maturity.

The first mortgage bonds are a first lien on about 37.5 miles of the entire property only. The consolidated mortgage bonds are a second lien on this mileage, and a first lien on 17.5 miles.

Plant and Equipment.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 90 cars, of which 50 are motor cars and 40 trail cars; Gen. Elec. dynamos, West. Gen. Elec. and Short motors.

Officers.—Receiver Brad. D. Slaughter, Pres. F. W. Little.

General Office, 9th and K Sts.

References.—Description of road, Vol. IX, Feb., '93, p. 110 (ill.); Vol. IX, Mar., '93, p. 160; receivership, Vol. XI, Feb., '95, p. 124.

Date of information, May, 1897. a z

LITTLE FALLS, N. Y.

Population in 1880, 6,910, in 1890, 8,783.

Little Falls & Herkimer Street Railway Co.—Chartered Feb. 6, 1895. Annual meeting, Feb. 6. This road is not yet in operation.

CAPITAL STOCK, authorized, $80,000, paid in, $8,000; par value, $100 per share.

OFFICERS.—Pres. John V. Quackenbush, V. Pres. Charles Bailey, Sec, Nelson J. Davis, Treas. Clinton Beckwith.

DIRECTORS.—Clinton Beckwith of Herkimer; John D. Henderson, Horatio P. Witherstine, Robt. Earl, 2d, Geo. A. May, Ernest R. Steele, of Herkimer; John V. Quackenbush, of Mohawk; Nelson J. Davis, of Utica; William F. Lansing, Chas. Bailey, of Little Falls.

Date of information, May, 1896.

LITTLE ROCK, ARK.

Population in 1880, 13,138, in 1890, 25,874.

The Little Rock Traction & Electric Co.—Chartered 1895, as the successor to the City Electric Ry. Co., whose property was sold Apr. 18, 1895, under foreclosure of mortgage, for $643,000, to parties representing the bondholders.

CAPITAL STOCK, authorised and issued, $500,000.

FUNDED DEBT.—First mortgage 6. p. gold bonds, authorized, $450,000, issued, $400,000, in escrow for future improvements, $50,000; dated, June 1, 1895, due 1915; denom., $1,000; int. payable June and Dec. at office of St. Louis Trust Co., trustee of mortgage.

Second mortgage bonds issued, $200,000.

NOTE.—$300,000 of the first mortgage bonds (Nos. 1 to 300) may be called at any time after 1905 at option of company.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T and girder rail; 60 cars, of which 38 are motor cars and 22 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. A. N. Johnson, V. Pres. Arthur Peary, Sec. Geo. B. Rose, Treas. C. F. Penzel, Gen. Man. Pur. Agt. & Ch. Engr. H. G. Fleming, Supt. A. S. Groomes, Ch. Engr. of Power Station R. F. Baise.

GENERAL OFFICE, 1000 North St.

REFERENCE.—Description of road, Vol. VIII, Sept., '92, p. 540.

Date of information, May, 1897. d z

LOCK HAVEN, PA.

Population of Lock Haven, Castanea, Flemington, Mill Hall and Salona, 10,000.

Lock Haven Traction Co.—Chartered Mar. 22, 1895. This company leases and operates the property of the Lock Haven Electric Ry. for 999 years, from Mar. 1895.

CAPITAL STOCK, issued, $300,000.

FUNDED DEBT, issued, $150,000.

OPERATION.—Year ending June 30,	1895.	1896.
Gross receipts	$5,682	$20,017
Operating expenses	4,714	15,395
Earnings from operation	968	4,622
Deductions from earnings.		
Taxes		107
Interest on bonds		3,810
Rentals		267
Net income		438

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equipment	$476,434	Capital stock	$300,000
Cash	407	Funded debt	150,000
Due by agents	167	Accounts payable	23,047
		Bills payable	3,402
		Profit and loss (surplus)	559
Total	$477,008	Total	$477,008

PLANT AND EQUIPMENT.—See Lock Haven Electric Ry.

OFFICERS.—Pres. C. A. Bragg, V. Pres. W. H. Mayer, Sec. Gen. Man. & Ch. Engr. R. H. Irvine, Treas. Geo. E. Porter, Elecn. S. P. Rohr, Ch. Engr. of Power Station P. G. Knights.

DIRECTORS.—W. H. Mayer, C. O. Baker, Jr., Wilson Kistler, A. J. Belden, Jas. Clark.

GENERAL OFFICE, 1 Bellefonte Ave. New York office, 121 Liberty St.

Date of information, May, 1897. b z

Lock Haven Electric Railway.—Chartered Apr. 14, 1894. This property is leased to and operated by the Lock Haven Traction Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated June, 1894, due 1924; denom. $100, $500 and $1,000; int. payable in gold June and Dec., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.07; gauge, 4 ft, 8½ in.; 56 lb. and 60 lb. T and girder rail; 8 cars, of which 5 are motor cars and 3 trail cars; Phœnix engines, West. dynamos, Gen. Elec. motors, New Castle cars.

OFFICERS.—Pres. L. M. Patterson, Sec. R. H. Irvine, Treas. J. A. Seely.

DIRECTORS.—Wilson Kistler, W. H. Mayer, J. H. Seely, P. J. Bennett, J. H. Fredericks, L. M. Patterson, C. O. Baker, Geo. F. Porter, A. J. Belden.

GENERAL OFFICE, 1 Bellefonte Ave. New York office, 121 Liberty St.

Date of information, May, 1897. b z

LOCKPORT, N. Y.

Population in 1880, 13,522, in 1890, 16,038, in 1895, 19,860.

Lock City Electric Railroad Co.—Chartered Oct. 29, 1892, but the road was not finally completed and put in operation, until Aug. 20, 1895.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $150,000, outstanding, $143,000; dated Sept. 1, 1893, due, 1943; int. payable Mar. and Sept

OPERATION.—Year ending June 30, 1896.

Receipts from passengers	$13,769
" other sources	930
" total	14,699
Operating expenses	17,731
Deficit from operation	3,032
Other deductions.	
Interest	7,150
Total deficit	10,182

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$2,963
Transportation expenses	12,901
Maintenance of way and buildings	485
" " equipment	1,382
Total	$17,731

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	279,932
Car miles run	144,796
Total receipts per car mile	$.102
Operating expenses per car mile	.123

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$293,000	Capital stock	$150,000
Other perm't invest's	7,000	Funded debt	150,000
Cash	237	Accrued interest	7,150
Profit and loss (deficit)	10,182	Accounts payable	3,269
Total	$310,419	Total	$310,419

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 50 lb. and 80 lb. T and girder rail; 6 motor cars; West. dynamos and motors, Brill, Jackson & Sharp and St. Louis cars; rent power.

OFFICERS.—Pres. Chas. A. Johnson, V. Pres. Wm. Spalding, Sec. R. C. Johnson, Treas. C. A. Johnson, Jr., Supt. W. C. Reed.

DIRECTORS.—Chas. A. Johnson, R. C. Johnson, C. A. Johnson, E. M. Ashley, A. L. Waldradt, Wm. Spaulding, Wm. C. Orton, S. C. Lewis, F. H. Reed, Geo. N. McKibbin.

GENERAL OFFICE, Lockport, N. Y.

Date of information, Feb., 1897. a b

LOGANSPORT, IND.

Population in 1880, 11,198, in 1890, 13,328.

Logansport Railway Co.—In June 1895 this property was placed in the hands of a receiver.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5, of road, 5.5; gauge, 4 ft.; 40 lb. T rail; 12 cars of which 9 are motor cars and 3 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Receiver & Gen. Man. D. D. Fickle, Pres. G. W. Maslin, Sec. W. S. Townsend, Treas. R. D. Lankford, Elecn. A. E. Haun, Ch. Engr. of Power Station C. A. Herring.

GENERAL OFFICE, 214 4th St.; president's office 80 Broadway, New York, N. Y.

Date of information, May, 1897. a z

LONDON, CAN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—London is located midway between Toronto and Detroit, at the junction of the north and south branches of the River Thames.

Suburbs.—The villages of London West and Pottersburg and the townships of Westminster and London are connected with the city of London by street railway lines.

Population.—The population in 1881, including suburbs, was about 30,000, and in 1891, about 35,000, an increase of 16⅔ per cent., in 1895, about 40,000.

Railroad Connections.—The Grand Trunk Ry., the Canadian Pacific Ry., the Michigan Central R. R., the London & Port Stanley Ry. and the Lake Erie & Detroit River Ry. enter the city.

Manufacturing Interests.—A capital of about $4,500,000 is employed in the various manufacturing industries of the city, the principal productions being stoves, agricultural implements, steam engines, machinery, cigars and tobacco. London is the most important distributing point in Western Ontario. About 5,000 hands are employed in the manufacturing industries, receiving in wages about $1,500,000 per annum.

Assessed Valuation.—The assessed valuation is (not including suburbs) $16,215,770. The assets of the city now (1897) exceed its indebtedness by $250,000.

Municipal Debt.—The municipal debt is now (1897) $2,000,000.

STREET RAILWAY SYSTEM.—Present Companies.

London Street Railway Co.—Chartered 1873, for 50 years. Annual meeting second Wednesday in Jan.

Capital Stock, authorized, $750,000, issued, $250,000; par value, $40 per share.

Funded Debt, $350,000.

Franchises.—Municipal franchises were granted on Mar. 8, 1875, for 30 years; electrical rights were granted June 8, 1895, and work of conversion from the horse system is now completed.

Operation.—Year ending Dec. 31.

	1893.	1894.	1895.	1896.
Gross receipts	$52,245	$57,111	$56,537	$54,124
Operating expenses	34,107	44,930	39,643	34,171
Earnings from op.	13,078	12,000	16,894	21,053
Deduc. from earnings	1,520	2,571	4,419	14,758
Net income	11,558	9,513	12,475	25,295
Dividends paid	6,000	6,000	7,000	*10,000
To surplus account	5,558	3,513	6,475	15,295
Total surplus account		12,071	21,796	37,241

* In addition to the dividend a bonus of $25,000 was paid during the year.

Plant and Equipment.—Miles of track (electric) 21; gauge, 4 ft. 8½ in.; 56 lb. T and 73 lb. girder rail; 40 cars, of which 31 are motor cars and 9 trail cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

Officers.—Pres. H. A. Everett (Cleveland, O.), V. Pres. E. W. Moore (Cleveland, O.), Sec. Chas. Currie, Treas. & Gen. Man. Chas. E. A. Carr, Supt. D. L. De Hart, Ch. Engr. S. Potter.

Directors.—H. A. Everett, E. W. Moore, T. H. Smallman, C. W. Wason, H. S. Holt.

General Office, Dundas St.

References.—Annual report, Vol. X, Mar., '94, p. 213; description of road (brief), Vol. XI, Souv., '95, p. 47.

Date of information, May, 1897. d z

LONG ISLAND CITY, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Long Island City is situated on Long Island, N. Y., in Queens County on the East River, opposite New York City.

Population.—The population in 1880 was 17,129, and in 1890, 30,506, an increase of 78 per cent. The present population is placed by local estimates at about 50,000.

Railroad Connections.—The Long Island R. R. and the New York & Rockaway Beach R. R. enter the city.

Manufacturing and Commercial Interests.—A capital of about $6,870,000 is employed in the various manufacturing industries of the city, the principal productions being chemicals, oil, varnish, pottery, manufactured iron, lumber, marble, roofing materials. An extensive trade is carried on in all these articles. About 3,300 hands are employed in the manufacturing industries, receiving in wages about $2,300,000 per annum, and the value of the manufactured product is about $7,700,000 per annum.

Banking Capital.—There is now (1897) 1 bank, the Queens County Bank, with capital and surplus of $150,000.

Assessed Valuation.—The total assessed valuation of real and personal property is (1896) $15,687,693.

Municipal Debt.—The municipal debt of the city less sinking funds is (1897) $1,190,532.

Tax Rate.—The tax rate is (1896) $20.54 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

New York & Queens County Railway Co.—Chartered June 26, 1896, as a consolidation of the Steinway Ry. Co., of Long Island City, the Newtown Ry. Co., the Riker Ave. Ry. Co., the Long Island City & Newtown Ry. Co., and the Flushing & College Point Ry. Co. The company controls the entire street railway system of Long Island City, together with a line to Flushing. Annual meeting third Wednesday in July.

Capital Stock, authorized, $2,500,000, issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $4,200,000, issued $2,000,000; in escrow (see note), $1,700,000, in treasury, $500,000; dated 1896, due 1946; int. payable April and Oct., at office of Mercantile Trust Co., trustee of mortgage.

Steinway Ry. Co.'s first mortgage 6 p. c. gold bonds, $1,500,000; dated 1892, due July 1, 1922.

Newtown Ry. Co.'s first mortgage 5 p. c. bonds, $150,000; dated 1894, due Dec., 1924.

Flushing & College Point Ry. Co.'s first mortgage 5 p. c. bonds, $50,000; dated 1895.

Note.—$1,700,000 of the first mortgage bonds are held in escrow to retire the three prior liens described above.

Franchises.—The franchises are for 999 years, and no burdensome conditions are attached. The company is not required to pave or keep in repair any portion of the streets through which its lines run. The company's lines occupy all the principal streets in Long Island City, and connect (exclusively) with the two ferries to New York, and with the Brooklyn street railway system.

Operation.—Year ending

	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1896.	6 mos. ending Dec. 31, 1896.
Receipts from passengers	$201,717	$206,510	$331,745	$220,166
" other sources	15,418	7,754	27,125	17,827
" total	217,135	304,103	358,870	237,993
Operating expenses	114,127	100,115	194,312	148,399
Earnings from operation	101,008	134,088	163,358	$9,594
Deductions from earnings.				
Interest on bonds	87,302	98,711	99,561	100,707
Taxes	3,755	8,022	12,708	8,000
Rentals	324	*		
Net income	15,004	25,154	51,089	*19,113

* Deficit. * Included in operating expenses.

Please note date of information at end of each report.

Balance Sheet.—Dated Dec. 31, 1894.	1895.	1896.
ASSETS.		
Cost of road and equipment	$4,003,734	$4,275,340	$6,077,452
Cash assets	4,715	6,723	22,251
Supplies on hand	7,628	6,831	5,661
Open accounts	2,968	47,177	189,026
Profit and loss (deficit)			19,114
Total	$4,019,045	$4,336,071	$6,313,503
LIABILITIES.			
Capital stock	$2,500,000	$2,500,000	$2,000,000
Funded debt	1,300,000	1,500,000	3,700,000
Bills payable	172,000	67,467	268,397
Due for wages and supplies	10,860	18,573	34,304
Open accounts	2,821	188,513	284,969
Accrued interest			25,833
Profit and loss (surplus)	33,364	61,518	
Total	$4,019,045	$4,336,071	$6,313,503

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 75 lb. and 93 lb. girder rail; 226 cars, of which 176 are motor cars and 50 trail cars; 1,750 H. P. station plant; Cooper-Corliss engines, B. & W. boilers, Gen. Elec. dynamos and motors.

Officers.—Pres. W. H. Shelmerdine (Philadelphia), V. Pres. E. J. Mathews, Sec. & Treas. W. A. Pease, Gen. Man. J. R. Beetem.

General Offices, 29 Broadway, New York, and 7 and 9 Borden Ave., Long Island City.

References.—STEINWAY RY. CO.—Description of power plant, Vol. IX, Dec., '93, p. 786 (ill.); description of repair shop, Vol. XII; Apr., '96, p. 236 (diagram); description of power plant, Vol. XI, May, '95, p. 303 (ill.); description of track, Vol. XII, Aug. '96, p. 494 (ill.).

Date of information, Feb., 1897. a d

LONGVIEW, TEX.

Population in 1880, 1,525, in 1890, 2,034, in 1896, 4,695.

Longview & Junction Street Railway.

CAPITAL STOCK, authorized, $5,000, issued, $4,500; par value, $25 per share.

FUNDED DEBT.—None.

DIVIDENDS.—In 1894, 12 p. c.; in 1895, 8 p. c.; in 1896, 9 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 1; gauge, 3 ft. 6 in.; 16 lb. rail; 4 horses, 2 cars.

OFFICERS.—Pres. E. S. Terry, V. Pres. E. P. Bass, Sec. & Treas. R. B. Levy, Gen. Man. W. D. Northcutt.

DIRECTORS.—W. S. Mayfield, E. S. Terry, R. B. Levy, E. F. Young.

Date of information, Apr., 1897. a z

LORAIN, O.

Population in 1880, 1,595; in 1890, 4,863; in 1896, 11,500.

Lorain Street Railway Co.—Chartered in 1894, for 25 years. The road commenced operation on Sept. 16, 1894, and connects Lorain and Elyria.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated Jan. 1, 1894, due 1915; denom. $1,000; int. payable Jan. and July, at office of the Guardian Trust Co., of Cleveland, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 70 lb. T and 85 lb. girder rail; 19 motor cars; Straight Line engines, Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. F. M. Haines, V. Pres. F. B. Vernam, Sec. P. M. Boyd, Treas. F. T. Horan, Gen. Man. Max M. Suppis, Pur. Agt. John K. Frye.

REFERENCE.—Operating detail (brief), Vol. XII, July, '96, p. 414.

Date of information, May, 1897. d z

LOS ANGELES, CAL.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Los Angeles is situated in Southern California about 14 miles from the Pacific Ocean and 350 miles southeast of San Francisco. It is the capital of Los Angeles County.

Railroad Connections.—The Los Angeles division of the Southern Pacific R. R. Co. connects this city with Northern California and the East. The Southern California division of the Atchison, Topeka & Santa Fe R. R. Co. terminates at Los Angeles and furnishes transportation routes to the South and East.

Commercial Interests.—The chief exports are wheat and barley, oranges, wine and wool.

Manufacturing Interests.—A capital of about $8,000,000 is (1896) employed in the various manufacturing industries of the city. About 8,000 hands are employed, receiving in wages about $5,500,000 per annum, and the value of the manufactured product is approximately $10,000,000 per annum.

Banking Capital.—There are now (1897) 5 national banks with a combined capital and surplus of $1,714,500; 2 state banks with capital and surplus of $392,921; 5 trust companies with capital and surplus of $1,005,721. The total banking capital of the city is $3,113,142.

	1880.	1890.	Latest.
Population	11,183c	50,395c	106,014
Assessed Valuation.			
Real estate, 50 % actual value	$	33,794,935	44,488,922b
Personal property	$	15,525,735	
Total	$ 5,814,141c	49,320,670c	
" per cap	$ 520	979	
***Municipal Debt,** net	$ 310,177c	514,633c	1,408,900d
" " per cap	$ 28	10	
Tax Rate, per $1,000			28.50b
Manufacturing Interests. c			
No. of establishments		747	
Capital invested	$	6,807,088	
" " per cap	$	135	
No. of employes		4,950	
Wages per annum	$	3,474,618	
Cost of materials	$	5,008,162	
Value of product	$	9,877,905	
Banking Capital	$		3,113,142d
" " per cap	$		

* Including water debt, deducting sinking fund. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Los Angeles is the center of the rich farming and vineyard country of Southern California, the products of which pass through its markets and are distributed over a large portion of the country. Between the years 1880 and 1890 the city, which had previously been little more than a collection of adobe houses, was rebuilt with stone and brick business blocks and tasteful wooden residences and extended in every direction, its increase in value and population being almost marvelous. It then suffered a temporary decline which has been in turn succeeded by a gradual resumption of prosperity. It may be fairly called the metropolis of Southern California. The street railway system comprises 148 miles.

	Owns
Los Angeles Ry. Co	74
Main St. & Agricultural Park Ry. Co	10
Temple Street Cable Ry. Co	5
Los Angeles Traction Co	14
Pasadena & Pacific R. R. Co	45
Total	148

STREET RAILWAY SYSTEM—Present Companies.

Los Angeles Railway Co.—Chartered Mar. 20, 1895, by the bondholders of the Los Angeles Consolidated Electric Ry. Co., as a successor to that company, which was a consolidation in 1893 of the Consolidated Electric Ry. Co., Electric Rapid Transit Co., Mateo St. & Santa Fé Ave. St. Car Co., Los Angeles & Vernon St. Ry. Co., Depot Ry. Co. of Los Angeles, Los Angeles Cable Ry. Co., Pacific Ry. Co., Elysian Park Ry. Co.

Capital Stock, authorized, $4,000,000, paid in $350,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000; coupon, but may be registered; dated Sept. 16, 1895, due 1925; int. payable Mar. 16 and Sept. 16, at California Title & Trust Co., of San Francisco, trustee of mortgage.

5 p. c. gold certificates of indebtedness, $500,000, issued to Apr. 1, 1897, $321,600; dated 1896, due Jan. 1, 1900. These certificates are a first lien on the company's property.

Operation.—Year ending Dec. 31, 1896.

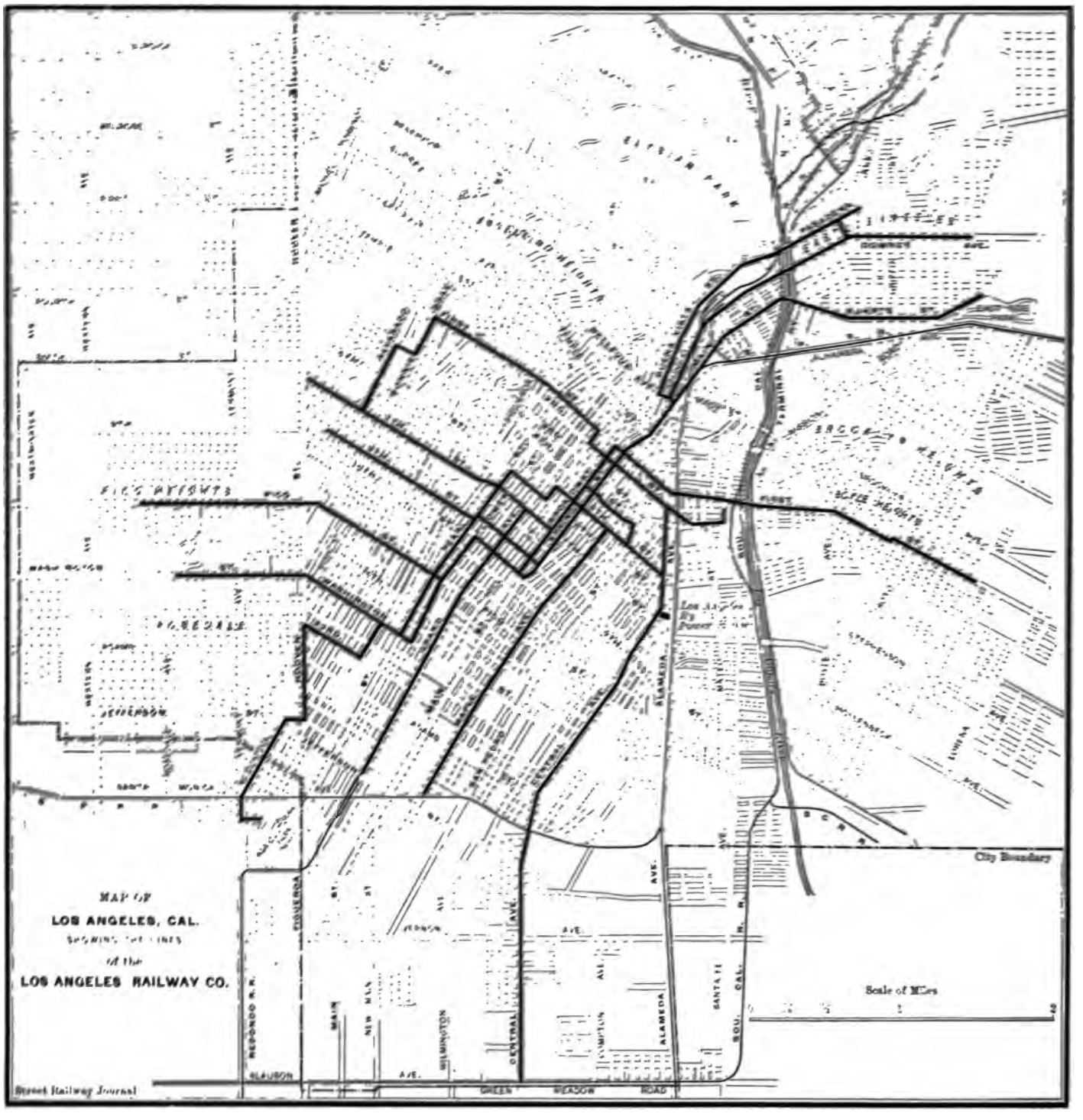
Receipts from passengers	$682,142
" other sources	11,662
" total	693,804
Operating expenses	460,691
Earnings from operation	233,113
Deductions from earnings.	
Fixed charges	33,525
Net income	199,588

Plant and Equipment.—Miles of track (electric), 73.66; gauge, 3 ft. 6 in.; 45 lb. and 60 lb. girder rail; 175 cars, of which 110 are motor cars and 65 trail cars; G. S. & M. I. W. engines, Stirling boilers, Gen. Elec. & West. dynamos and motors, Brill, Stockton, C. H. & A. and St. Louis cars.

Officers.—Pres. Thomas Brown (San Francisco), Sec. J. T. Burke, Gen. Man. Fred. W. Wood.

Directors.—M. H. Sherman, Alfred Borel, E. B. Pond, A. G. Payson, John D. Bicknell, Geo. A. Moore, Thomas Brown.

General Office, cor. 6th St. and Central Ave.


MAP OF
LOS ANGELES, CAL.
SHOWING THE LINES
OF THE
LOS ANGELES RAILWAY CO.
City Boundary
Scale of Miles
Street Railway Journal

References.—PACIFIC RY. CO. Sale, Vol. IX, Nov., '93, p. 777; Description of road, Vol. IX, Aug., '93, p. 525 (ill.). LOS ANGELES CONSOLIDATED ELECTRIC RY. CO.—Description of road, Vol. VII, Dec., '91, p. 661 (ill.); Vol. IX, July, '93, p. 464 (ill.). LOS ANGELES CABLE RY. CO.—Description, Vol. VI, Mar., '90, p. 97 (ill.). LOS ANGELES RY. CO.—Reorganization, Vol. XI, May, '95, p. 340; description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, Apr, 1897. d z

For map of road see page 134.

Pasadena & Pacific Railway Co.

Capital Stock, $1,000,000.

Funded Debt, $400,000.

Plant and Equipment.—Miles of track (electric), 45; 40 lb. to 50 lb. T rail; 27 cars; West. dynamos and motors, Brill and Pullman cars.

Officers.—Pres. & Gen. Man. E. P. Clark, V. Pres. J. R. Clark, Sec. Wm. Lacy.

Date of information, May, 1897. a z

Temple Street Cable Railway Co.—Chartered Oct. 31, 1885, for 30 years. Annual meeting second Wednesday in Nov.

Capital Stock, authorized and issued, $400,000; par value, $100 per share.

Funded Debt.—First mortgage, 6 p. c., gold bonds, authorized and issued, $100,000; coupon, but may be registered; due Jan. 1, 1896; int. payable (in gold) Jan. and July, at office of Farmers' & Merchants' Bank of Los Angeles; trustees of mortgage, W. Alvord and Thomas Brown of San Francisco.

Plant and Equipment.—Miles of main line, 3, of second track, 1.75, total track (cable), 4.75; gauge, 3 ft. 6 in.; 38 lb. girder rail; 20 cars, of which 10 are grip cars and 10 trail cars; Union engines, Stephenson cars.

Officers.—Pres. & Gen. Man. F. W. Wood, V. Pres. O. Morgan, Sec. W. N. Hamaker, Treas. Frank A. Gibson, Supt. E. W. Koster, Business Man. E. E. Lefebvre.

General Office, 217 New High St.

References.—Description of road, Vol. VI, Sept., '90, p. 409 (ill.); Vol. IX, Aug., '93, p. 528 (ill.).

Date of information, May, 1897. a z

Main Street & Agricultural Park Railroad Co.—Chartered Nov. 27, 1874, for 50 years; municipal franchise granted in 1886 for 50 years. Annual meeting first Monday in July. The road has been rebuilt and equipped with electricity.

Capital Stock, authorized, $500,000, issued, $200,000; par value, $50 per share. Dividends, payable 15th of Mar., June, Sept. and Dec.

Funded Debt.—None.

Leased Roads.—The company operates the property of the Fifth Street R. R. Co., under lease.

Franchises.—Granted, Feb. 20, 1886, for 50 years.

Plant and Equipment.—Miles of track (electric), 10; gauge, 3 ft. 6 in.; T rail; 30 cars; St. Louis cars; West. motors; rent power.

Officers.—Pres. W. J. Brodrick, V. Pres. Frank A. Gibson, Sec. E. E. Lefebvre, Treas. Farmers' & Merchants' Bank, Supt. J. L. McLain, Cons. Engr. Fred W. Wood.

Directors.—W. J. Brodrick, Frank A. Gibson, Morris Trumbull, K. H. Wade, W. C. Patterson, H. G. Cates, H. W. Hellman.

General Office, 217 New High St.

Reference.—Short description of road, Vol. IX, Aug., 93, p. 529.

Date of information, Apr., 1897. d

Los Angeles Traction Co.—Chartered Feb. 25, 1895. Operation commenced Sept. 1, 1895.

Capital Stock, $250,000; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 14.3; gauge, 3 ft. 6 in.; 60 lb. Shanghai rail; 22 cars, of which 14 are motor cars and 8 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

Officers.—Pres. T. E. Hook, Sec. Marcus Hook, Gen. Man. W. S. Hook.

General Office, Los Angeles, Cal.

Date of information, Dec., 1896. d

LOUISVILLE, KY.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Louisville is situated in the northern central part of Kentucky, on the Ohio River—the dividing line between Kentucky and Indiana. It is the county seat of Jefferson County.

Suburbs.—The townships of Crescent Hill, Parkland and South Louisville are connected with Louisville by street railway lines. The cities of New Albany and Jeffersonville are across the river in Indiana, but are not connected with Louisville.

Railroad Connections.—The Illinois Central R. R., the Louisville & Nashville R. R., the Louisville, Evansville & St. Louis R. R., the Louisville, New Albany & Chicago R. R., the Baltimore & Ohio South Western R. R., the Louisville, Henderson & St. Louis R. R., the Southern Ry., the Pennsylvania R. R., the Chesapeake & Ohio R. R., and the Cleveland, Cincinnati, Chicago & St. Louis R. R., connect Louisville with all parts of the country. A number of river steamers ply between Louisville and the different points on the Ohio and Mississippi River.

Manufacturing and Commercial Interests.—A capital of about $36,000,000 is employed in the various industries of the city, the principal productions being chewing and smoking tobacco, cigars, sole leather, furniture, agricultural implements, water and gas pipes, wagons and manufactured iron. Louisville is the largest whiskey and leaf tobacco market in the world, the taxes on whiskey alone amounting to over $20,000 per day, and the city's commerce exceeds $150,000,000 per annum.

Banking Capital.—There are now (1897) 9 national banks, with a combined capital and surplus of about $5,313,500; 7 state banks, with capital and surplus of $3,130,371, and 4 savings banks, with capital and surplus of $824,034. The total banking capital is $9,267,905.

	1880.	1890.	Latest.
Population	123,758[c]	161,129[c]	215,000[a]
Area, in square miles	13.9	13.9	20.59
Population per square mile.	890	1,159	1,100
Assessed Valuation.			
Real estate...$	50,194,665	68,964,962	8 8,985,000[b]
" " % actual value$	75	75	.....
Personal property...$	16,014,775[e]	7,301,909	28,715,000[b]
Total...$	66,209,440	76,266,871	117,700,000[b]
" per cap...$	535	473	.....
***Municipal Debt,** net...$	8,072,000	9,411,000	8,714,000[b]
" " per cap...$	65	58	.....
Tax Rate, per $1,000...$	21.70	19.80	18.50[b]
Manufacturing Interests. [c]			
No. of establishments...	1,108	1,622	1,700[b]
Capital invested...$	21,767,013	30,542,947	36,000,000[b]
" " per cap...$	176	189	.....
No. of employes...	17,448	24,807	27,000[b]
Wages per annum,...$	5,835,545	11,034,028	12,000,000[b]
Cost of materials,...$	21,207,110	22,879,000	.....
Value of product...$	35,423,203	45,452,209	54,500,000[b]
Banking Capital...$	.....	.....	9,267,905[b]
" " per cap...$	.....	.....	.....

*Including water debt, deducting sinking fund. [a] Local estimates. [c] Census. [e] "Personal property" in 1880 contained $10,000,000 in merchandise, etc., not included in 1890 or 1896 being licensed. [b] 1897.

STREET RAILWAY SYSTEM—Descriptive.

Louisville is built on a plateau about 70 ft. above the river, and is laid out upon a regular geometrical pattern. The city covers an area of about 35 square miles, the population density being about 4,600 inhabitants per square mile. The street railway system is extensive and well developed, is under the control of a single corporation, and gives an excellent service to every part of the city and suburbs. Of the 150 miles of track 110 miles are operated by electricity and 40 miles by horses.

STREET RAILWAY SYSTEM—Present Companies.

Louisville Railway Co.—Chartered Apr. 9, 1893, for 99 years. Annual meeting third Wednesday in Feb. This is a consolidation of the following companies: Louisville City Ry. Co., Central Passenger R. R. Co., Kentucky Street Ry. Co., Beargrass Ry. Co. and Crescent Hill Ry. Co. This company owns and operates the entire street railway system of Louisville.

Capital Stock.—Common stock, authorized and issued, $4,000,000; par value, $100 per share.

5 p. c. cumulative preferred stock, authorized and issued, $2,000,000; par value, $100 per share.

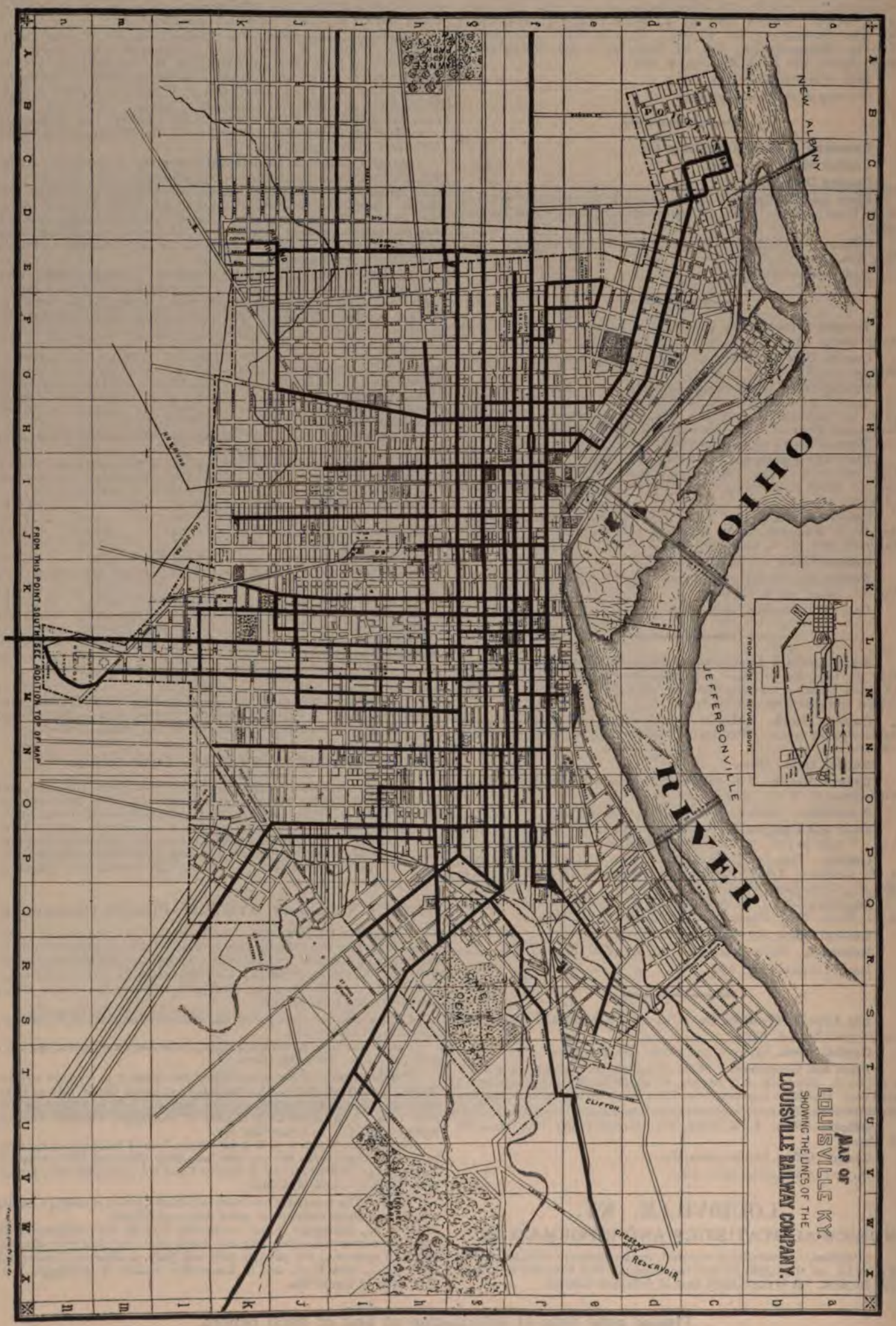
Funded Debt.—First consolidated mortgage 5 p. c., gold coupon bonds, authorized, $6,000,000, issued, $4,931,000; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July in Louisville and New York (Seligman & Co.); trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Second mortgage 6 p. c. gold bonds, issued $1,068,300; coupon, but may be registered; int. payable Jan., May, July and Nov.; trustees of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Louisville Trust Co., and Wm. Mix.

Note.—The company has reserved $1,068,300 of mortgage bonds to retire an equal amount of prior issues as follows:

6 p. c., mortgage bonds Louisville City Ry Co., original issue $250,000, now outstanding, $59,300; dated July 1877, due 1897; denom. $100 and upwards; int. payable Jan. and July, at office of Continental Nat'l Bank, New York, and in Louisville; trustee of mortgage, William Mix, of Louisville.

Please note date of information at end of each report.


MAP OF
LOUISVILLE KY.
SHOWING THE LINES OF THE
LOUISVILLE RAILWAY COMPANY.
OHIO
RIVER
NEW ALBANY
JEFFERSONVILLE
CLIFTON
CRESCENT
RESERVOIR
FROM THIS POINT SOUTH SEE ADDITION TOP OF MAP

6 p. c. mortgage bonds Louisville City Ry. Co., original issue and now outstanding, $609,000; dated July 1884, due 1909; denom. $50 and upwards; int. payable Jan. and July, at office of Louisville Trust & Safety Vault Co., trustee of mortgage.

First mortgage 6 p. c. bonds Central Passenger Ry. Co., authorized $400,000, now outstanding, $95,000; dated Nov. 1883, due 1902, denom. $1,000; int. payable May and Nov. in Louisville; trustee of mortgage, Fidelity Trust & Safety Vault Co. of Louisville.

6 p. c. mortgage bonds Central Passenger Ry. Co., authorized, $400,000, now outstanding, $305,000; dated Nov. 1888, due 1908; denom. $1,000; int. payable May and Nov., in Louisville; trustee of mortgage, Louisville Safety Vault & Trust Co.

Franchises.—The franchises for a part of the system are granted for 99 years from 1893, the balance are granted without time limit.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Total receipts	$1,281,993	$1,176,790	$1,288,172	$234,526
Operating expenses including taxes	807,056	675,691	719,686	720,575
Earnings from oper.	474,937	501,099	568,486	513,951
Deduction from earn.				
Interest on bonds.	314,000	313,315	311,760	311,023
Net income.	160,937	187,784	256,726	202,928
Dividends paid	87,500	100,000	100,000	200,000
To surplus account.	73,437	87,784	156,726	2,928
Total surplus acc't.				756,776
Per cent. op. exp. to gross receipts.	63	57.4	55.8	54.2

Balance Sheet.—Dated Dec. 31,

	1894.	1896.
ASSETS.		
Cost of road	$10,996,344	$10,846,186
" equipment	1,731,287	1,873,856
Cash assets	246,050	161,903
Other assets	136,972	45,044
Bills and accounts receivable		21,654
Material and supplies		71,423
Total	$13,110,654	$13,020,066
LIABILITIES.		
Capital stock	$ 6,000,000	$6,00,000
Funded debt	6,000,000	5,999.300
Accrued interest		149,354
Bill payable	10,000	47,939
Other liabilities	215,015	66,697
Profit and loss (surplus)	885,638	756,776
Total	$13,110,654	$13,020,066

Plant and Equipment.—Miles of track, 150; operated by electricity 110, by horses 40; gauge, 5 ft.; 100 miles 78 lb. and 100 lb. girder rail construction, 30 miles T rail construction, 20 miles miscellaneous construction; 659 horses, 500 cars, of which 125 are horse cars, 225 motor cars, and 150 trail cars; 3,000 H. P. engines, Allis, Ball and Williams engines, Gen. Elec. dynamos and motors.

Officers.—Pres. J. B. Speed, V. Pres. St. John Boyle, Sec. & Treas. J. M. Pettus, Gen. Man. T. J. Minary, Supt. J. O. Haddox, Ch. Engr. of Power Station W. C. Cook.

Directors.—Alex. H. Davis, of Syracuse, N. Y.; H. H. Littell, of Buffalo, N. Y.; J. B. Speed, St. John Boyle, Harry Bishop, A. P. Humphrey, J. W. Gaulbert, T. J. Minary, John Stites.

General Office, 12th and Jefferson Sts.

References.—Description of road, Vol. VII, Jan., '91, p. 4 (ill.); Vol. X, Souv., '94, p. 56; annual report, Vol. IX, Mar., '93, p. 198; Vol. X, Apr., '94, p. 275; Vol. X, June, '94, p. 411; description of road (brief), Vol. XII, Oct.. '96, p. 607.

Date of information, May, 1897. a d z

For map of road see page 136.

NEW CORPORATION.

The Louisville, Mount Washington & Fairfield Electric Railway Co.

OFFICERS.—Pres. W. B, Hope, Treas. James McKenna.

Date of information, Mar., 1897.

LOWELL, MASS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Lowell, the capital of Middlesex County, is situated in northern Massachusetts, on the Merrimac River.

Suburbs.—The townships of Dracut, Tyngsboro, Billerica, Tewkesbury and Chelmsford are connected with Lowell by street railway lines.

Population.—The population in 1880 was 59,475, and in 1890, 77,696, an increase of 31 per cent. The total present population of the city and suburbs is approximately 95,000.

Railroad Connections.—The Boston & Maine R. R. and the Old Colony R. R. enter the city.

Manufacturing and Commercial Interests.—A capital of about $40,500,000 is employed in the various manufacturing industries of the city, the principal productions being textiles, foundry and machine shop products, wirework, lumber, patent medicines and compounds, leather belting and hose, turned and carved woods, and rubber and elastic goods. The water power developed from the Merrimac River is enormous, and has led to the establishment in the city of some of the largest cotton and woollen manufactories in America.

Banking Capital.—There are now (1897) 8 national banks with a combined capital and surplus of $2,936,000; 2 loan and investment companies, with capital and surplus of $251,198. The total banking capital is $3,187,198.

	1880.	1890.	Latest.
Population	59,475[c]	77,696[c]	95,000[a]
Area, in square miles			
Population per square mile			
Assessed Valuation.			
Real estate $		45,316,150	53,942,710[d]
Personal property $		17,037,462	15,967,762[d]
Total $	39,677,399[c]	62,353.612	69,910,472[d]
" per cap. $	667	802	
***Municipal Debt,** net $	1,554,274	2,136,118	3,464,062[d]
" " per cap. $	26	27	
Tax Rate, per $1,000 $		17.00	15 00[d]
Manufacturing Interests. [c]			
No. of establishments	283	828	
Capital invested $	20,465,192	40,457,399	
" " per cap. $	344	521	
No. of employes	20,039	28,086	
Wages per annum $	5,996,591	10,695.545	
Cost of materials $	16,315,062	21,613,680	
Value of product $	33,935.777	39,638,062	
Banking Capital $			3,187,198[d]
" " per cap. $			

* Including water debt, deducting sinking fund. [a] Local estimate of city and suburbs. [c] Census. [d] 1897.

STREET RAILWAY SYSTEM—Present Companies.

Lowell & Suburban Street Railway Co.—Chartered May 1, 1891. Annual meeting third Thursday in Oct. This is a consolidation of the Lowell Horse R. R. Co. (inc. 1863) and the Lowell & Dracut Street Ry. Co. (inc. 1887).

Capital Stock, authorized, $800,000, issued, $800,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1891, due 1911; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Dividends.—The company has paid regular 6 p. c. dividends upon its stock since 1885.

Operation.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Rects from. pass.	$212,314	$270,800	$271,912	$324,910	$381,934
" other sources	256	2,162	5,117	4,897	40,804
" total	212,570	272,962	277,029	329,807	422,739
Operating expenses	177,891	180,861	182,334	199,346	243,576
E'rn'gs from op'n	34,679	92,101	94,695	130,461	179,163
Deduct. from earn.					
Int. on bonds	11,561	40,403	57,566	50,000	50,000
Interest on fl"ing debt		4,618		8,683	18,627
Taxes	4,532	4,522	6,133	7,852	10,468
Dep'n and renew.				21,271	45,806
Net income	18,586	42,558	30,996	42,655	54,262
Div. paid 6 p. c.	†27,000	21,000	24,000	33,000	36,000
To surplus account.	*8,414	21,558	6,996	9,655	18,262
Total surplus acct.			22,296	31,951	50,213
P. t. op. ex. to total receipts	83.6	66.3	64.7	60.4	57.7
Stock rec'g divid'ds.	300,000	{300,000 / 400,000}	400,000	{500,000 / 600,000}	600,000

*Deficit.

†9 p. c. for 18 months.

OPERATING EXPENSES.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
General expenses	$26,203	$25,582	$34,498	$38,753
Mainten'ce of way and bldgs.	15,079	20,014	20,263	27,982
" of equipment	17,889	19,277	17,243	23,146
Transportation expenses	121,689	117,461	127,341	153,694
Total	$180,861	$182,334	$199,346	$243,576

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
Passengers carried	5,573,627	5,491,292	6,552,634	7,680,940
Car miles run	1,276,257	1,373,513	1,579,392	1,802,093
Total receipts per car mile	$.214	$.201	$.209	$.235
Op. expenses per car mile.	.142	.132	.126	.135

Balance Sheet.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 977,319	$1,124,753	$1,203,311
" equipment	252,080	273,517	316,259
Land, buildings and machinery	464,533		
Cash assets	141,605	7,537	45,023
Other permanent investments		494,081	608,003
Bills and accounts receivable		17,299	3,375
Material and supplies		27,462	44,696
Other assets		1,907	4,043
Total	$1,836,037	$1,946,556	$2,230,220
LIABILITIES.			
Capital stock	$ 600,000	$ 600,000	$ 800,000
Funded debt	1,000,000	1,000,000	1,000,000
Bills payable	213,741	297,447	363,340
Profit and loss (surplus)	22,296	31,951	50,213
Accrued interest		17,159	16,667
Total	$1,836 037	$1,946,556	$2,230,220

Plant and Equipment.—Miles of main line, 40.62, of second track, 17.36, of sidings, 4.40; total track (electric), 62.38; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 8 horses, 144 cars, of which 17 are horse cars, 115 are motor cars and 12 trail cars; 3,650 H. P. station plant; Cooper engines, Gen. Elec. dynamos and motors, S. & W. Cahall boilers, Brill, Jones, Newburyport and Stephenson cars; Bemis, Brill and Taylor trucks.

Officers—Pres. E. M. Tucke, V. Pres. August Fels, Sec. & Gen. Man. P. F. Sullivan, Treas. Percy Parker, Supt. P. T. Begley, Ch. Engr. Daniel Hart, Elecn. Chas. F. Bancroft.

Directors.—E. M. Tucke, August Fels, Percy Parker, Thos. Costello, E. A. Smith, Miles F. Brennan, M. S. Bernheimer, John Lennon, S. Bachman, P. F. Sullivan.

General Office, Merrimack Sq.

References.—Description of road, Vol. VII, Dec., '91, p. 683 (ill); annual report, Vol. X, Jan., '94, p. 78; flywheel accident, Vol. IX, Apr., '93, p. 208 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 149.

Date of information, May, 1897. a b z

Reading & Lowell Street Railway Co.—Chartered Sept. 10, 1895. This road commenced operation in Dec., 1895.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Operation.—For period from Dec. 12, 1895, to Sept. 30, 1896.

Receipts from passengers	$17,191
" other sources	55
" total	17,246
Operating expenses	13,847
Earnings from operation	3,398
Deductions from earnings.	
Interest	1,941
Taxes	1,188
Net income	269

Balance Sheet.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$137,444	Capital stock	$100,000
Cost of equipment	14,359	Loans and bills payable.	53,476
Cash assets	1,692	Profit and loss (surplus).	269
Material and supplies	250		
Total	$153,745	Total	$153,745

Officers.—Pres. John H. Cunningham, Sec. Geo. A. Butman, Treas. & Gen. Man. Jas. F. Shaw, Supt. Chas. F. Heath.

Directors.—Chas. F. Woodward, of Wakefield, Mass.; Jas. F. Shaw, of Newburyport, Mass.; Geo. A. Butman, of Malden, Mass.; J. H. Cunningham, of Chelsea, Mass.; H. F. Eldredge, of Portsmouth, N. H.

General Office, 53 State St., Boston, Mass.

Date of information, May., 1897. b z

LUDINGTON, MICH.

Epworth League Railway.

CAPITAL STOCK, authorized, $15,000, issued, $6,800.

FUNDED DEBT, $3,500.

OPERATION.—The latest report received is for the year ending Dec. 31, 1895.

Receipts from passengers	$1,385
Operating expenses	786
Earnings from operation	599
Borrowed	3,650
To surplus account	4,249

PLANT AND EQUIPMENT.—Miles of track (steam), 3; gauge, 5 ft. 6½ in.; 35 lb. T rail; 3 cars; Porter engines, Brill cars.

OFFICERS.—Pres. Frank Filer, Sec. & Gen. Man. F. B. Olney, Treas. Geo. N. Stray.

Date of information, Dec., 1896. d

LYNCHBURG, VA.

Population in 1880, 15,959, in 1890. 19,709.

Lynchburg Electric Co.

CAPITAL STOCK, $250,000.

FUNDED DEBT, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric). 5.5; gauge, 4 ft. 8½ in.; 35 lb. and 42 lb. T and tram rail; 8 motor cars; Ball engines, Eickemeyer and West. dynamos and motors, L. & F. cars.

OFFICERS.—Pres. Stephen Adams, Sec. & Treas, J. F. Lewis Gen. Man. & Pur. Agt. C. H. Harman, Supt. B. Flannagan, Ch. Engr. & Ch. Engr. of Power Station H. S. Hall, Elecns. S. Cochran and C. P. Poole.

GENERAL OFFICE, Park Ave.

Date of information, Mar., 1895.

Lynchburg & Rivermont Street Railway Co.

CAPITAL STOCK, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued $60,000; dated Jan. 1, 1894, due 1925; int. payable Jan. and July, at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T and girder rail; 9 motor cars; Russell and Green engines, Gen. Elec. and West. dynamos and motors, L. & F., Brill and St. Louis cars.

OFFICERS.—Pres. J. P. Pettyjohn, V. Pres. R. I. Owen, Sec. & Treas. J. T. Bowman, Supt. W. D. Le Grand, Elecn. A. E. Anderson, Ch. Engr. of Power Station J. Barnard.

Date of information, Oct., 1894.

MACON, GA.

Population in 1880, 12,749, in 1890, 22,746, in 1896, 23,939.

Macon Consolidated Street Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon gold bonds, authorized, $500,000; issued, $345,000; in treasury, $155,000; dated Jan., 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Receipts from passengers	$61,197	$67,555
" other sources	7,993	5,864
" total	69,190	73,419
Operating expenses	44,529	48,847
Earnings from operation	24,661	24,572
Deductions from earnings.		
Interest on bonds	16,621	17,250
Taxes	90	3,842
Net income	7,950	3,480
Dividends paid	5,000	2,500
To surplus account	2,950	980
Total surplus account	16,950	27,930
Per cent. op. exp. to total receipts	70	66.5

BALANCE SHEET.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road	$627,467	Capital stock	$500,000
Cost of equipment	231,204	Funded debt	345,000
Other perm. invests	4,000	Horse account	50
Cash	892	Bills and accts. payable	113
Bills and accts. rec'ble.	9,530	Profit and loss (surplus).	27,930
Total	$873,093	Total	$873,093

DIVIDENDS in 1895, 1 per cent; in 1896, ½ p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 25.75; gauge, 4 ft. 8½ in.; 30 lb. to 45 lb. T rail; 30 motor cars; Gen. Elec. dynamos and motors.

Please note date of information at end of each report.

OFFICERS.—Pres. S. Reed Anthony, Sec. D. K. Snow, Treas. Wm. A. Tucker, Supt. E. E. Winters, Elecn. B. M. Bell.

DIRECTORS.—S. Reed Anthony, Wm. A. Tucker, D. K. Snow, E. E. Winters, A. L. Miller.

GENERAL OFFICE, 50 State St., Boston, Mass.

Date of information, May, 1897. a z

Macon & Indian Spring Electric Street Railway Co.

CAPITAL STOCK, authorized, $100,000, issued, $60,000.

FUNDED DEBT, authorized, $60,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. and 40 lb. T rail; 14 cars, of which 8 are motor cars and 6 trail cars; Gen. Elec. dynamos and motors, American and Lamokin cars; power furnished by Macon Gas Light & Power Co.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. T. J. Carling, Sec. & Treas. J. H. Hertz, Supt. & Elecn. J. T. Nyhan.

Date of information, May, 1897. z

McKEESPORT, PA.

Population in 1880, 8,212, in 1890, 20,741.

McKeesport, Duquesne & Wilmerding Railway Co.—Chartered Aug. 10, 1892. This is a consolidation (in Dec., 1894,) of the Citizens' Passenger Ry. Co., of McKeesport, the McKeesport & Wilmerding Ry. Co. and the White Electric Traction Co. A receiver for the company has been applied for by the bondholders.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $350,000; dated 1895, due 1925, subject to call at 105 after 1905; int. payable June and Dec.

OPERATION.—Year ending June 30,	1895.	1896.
Gross receipts	$24,100	$38,295
Operating expenses	25,809	32,293
Earnings from operation	*1,709	6,002
Deductions from earnings		10,641
Net income		*4,639

*Deficit.

BALANCE SHEET.—Dated June 30,	1895.
ASSETS.	
Roads purchased	$545,000
New construction	40,955
Car equipment	9,973
Bridges	3,621
Overhead construction	10,734
Cash	3,173
Other assets	31,389
Total	$644,845
LIABILITIES.	
Capital stock	$350,000
Funded debt	182,083
Unfunded debt	102,555
Other liabilities	4,485
Profit and loss (surplus)	5,722
Total	$644,845

NOTE.—No balance sheet for 1896 has been received.

PLANT AND EQUIPMENT.—Miles of track, 14.40; 8 motor cars.

OFFICERS.—Pres. G. T. Hamilton, Sec. & Treas. William B. Armstrong, Supt. M. E. McCaskey.

DIRECTORS.—G. T. Hamilton, William B. Armstrong, T. W Dierker, N. T. Ford, H. J. Stern, J. H. Callahan.

Date of information, Nov., 1896. b

Versailles Traction Co.—Chartered Sept. 2, 1892. Annual meeting Aug. 27. The company's lines connect the township of Versailles with the city of McKeesport.

CAPITAL STOCK, authorized, $18,000, issued, $9,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Gross receipts	$2,059	$ 8,491	$21,175
Operating expenses	2,288	4,011	17,347
Earnings from operation	*229	4,480	3,828
Deductions from earnings.			
Interest on bonds	583		
Taxes	49		430
Other deductions			12,851
Net deficit	861		9,453

*Deficit.

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$13,011	$31,079	$40,730
" equipment	4,889	14,795	15,046
Real estate	800	3,605	
Cash	2,874	10,905	1,453
Other assets	433	3,342	375
Profit and loss (deficit)	993	924	
Total	$23,000	$64,650	$57,604
LIABILITIES.			
Capital stock	$ 9,000	$ 9,000	$ 9,000
Funded debt	14,000		
Loans			45,700
Unfunded debt		52,950	
Mortgages payable		2,700	
Profit and loss (surplus)			2,904
Total	$23,000	$64,650	$57,604

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 5 ft. 2½ in.; 45 lb. and 76 lb. T and girder rail; 9 cars, of which 5 are motor cars and 4 trail cars; West. engines, New Castle cars.

OFFICERS.—Pres. & Gen. Man. W. C. Soles, Sec. & Treas. D. H. Rhodes, Supt. A. F. Hunter.

DIRECTORS.—W. C. Soles, Jas. Evans, A. B. Campbell, T. W. Bailie, S. M. Bowman.

GENERAL OFFICE, McKeesport, Pa.

Date of information, May, 1897. b z

MADISON, IND.

Population in 1880, 8,945, in 1890, 8,936.

Madison Street Railway Co.—In Apr. 1896, it was stated that this road was to be sold.

CAPITAL STOCK, authorized, $15,000, issued, $13,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 4 ft.; 15 lb. tram rail; 20 horses, 8 horse cars.

OFFICERS.—Pres. & Treas. J. W. Thomas, Sec. J. A. Mercer, Supt. J. Wendel.

GENERAL OFFICE, 301 Front St.

Date of information, May, 1896.

MADISON, WIS.

Population in 1880, 10,324, in 1890, 13,426, in 1896, 18,000.

Madison City Railway Co.—In Mar., 1895, this company was placed in the hands of a receiver on application of the bondholders. The company has defaulted in the interest of its bonds, but the interest due Dec. 1, 1895, has been paid by the receiver.

CAPITAL STOCK, $75,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated July 1, 1892, due 1922; denom. $500; int. payable Jan. and July at office of New York Guarantee & Indemnity Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 20 cars, of which 16 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, St. Louis and Wells & French cars; rent power.

OFFICERS.—Receiver F. W. Oakley, Supt. G. H. Shaw.

GENERAL OFFICE, Main and Baldwin Sts.

REFERENCE.—Description of road, Vol. IX, Mar., '93, p. 151 (ill.).

Date of information, May, 1897. d z

MAHANOY CITY, PA.

Population in 1880, 7,181, in 1890, 11,286.

Lakeside Railway Co.—Chartered Jan., 1893, in perpetuity.

CAPITAL STOCK, $250,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $250,000, issued, $180,000; coupon, but may be registered; dated Nov. 1, 1893; due 1923; denom. $100, $500 and $1,000; int. payable May and Nov., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; West. engines, West. and Walker dynamos and motors, Lamokin cars.

OFFICERS.—Pres. Dallas Sanders (Philadelphia), Treas, John A. Johann, Gen. Man. E. W. Ash, Supt. & Ch. Engr. W. J. Pounder, Elecn. P. M. Gonder.

DIRECTORS.—Dallas Sanders, John A. Johann, D. D. Phillips, A P. Blakeslee, J. F. Bailey.

Date of information, May, 1897. a d z

Please note date of information at end of each report.

MANCHESTER, N. H.

Population in 1880, 32,630, in 1890, 44,126, in 1894 (local estimates), 46,000.

Manchester Street Railway Co.—Chartered July 20, 1876, in perpetuity.

CAPITAL STOCK, authorized, $250,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated Jan. 1, 1895, due 1915, but redeemable after Jan. 1, 1905; denom. $500 and $1,000; int. payable Jan. and July, at office of Shoe & Leather Nat'l Bank, of Boston, Mass.; trustee of mortgage, American Loan & Trust Co.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$86,849	$79,773	$81,939	$137,891
" other sources	12,507	1,854	985	10,890
" total	99,356	81,627	82,924	148,781
Operating expenses	90,328	76,906	87,594	91,450
Earnings from operation	9,028	4,721	*4,670	57,331
Deductions from earnings.				
Interest paid		3,302		12,677
Taxes				1,301
Commission				1,000
Net income				42,363
Dividends paid	2,250	1,875	2,500	3,958
To surplus account	6,778	174		38,405
Per ct. op. exp. to total receipts	91	95	106	61.5

* Deficit.

DIVIDENDS, in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$10,416
Maintenance of roadway and buildings	3,568
" " equipment	4,450
Transportation expenses	73,016
Total	$91,450

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	3,290,386
Car miles run	762,635
Total receipts per car mile	$.195
Operating expenses per car mile	.120

BALANCE SHEET.—Dated June 30,

	1893.	1894.	1896.
ASSETS.			
Cost of road	$	$	$191,975
" equipment			71,104
Other permanent investments			46,549
Construction	47,500	47,500	
Cash and cash assets	2,195	2,867	36,490
Miscellaneous assets			6,501
Profit and loss (deficit)	29,386	35,218	13,188
Total	$79,081	$85,585	$365,807
LIABILITIES.			
Capital stock	$25,000	$25,000	$100,000
Funded debt			250,000
Unfunded debt	54,081	60,585	
Current and accrued liabilities			15,807
Total	$79,081	$85,585	$365,807

NOTE.—The balance sheet for 1895 is withheld, for the fact that at the close of the year June 30, 1895, the road was in process of transition from horse to electric power.

PLANT AND EQUIPMENT.—Miles of track (electric), 20.5; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 64 cars, of which 54 are motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Laconia and Briggs cars.

OFFICERS.—Pres. & Gen. Man. C. Williams, Treas. C. H. Bartlett, Clerk, G. I. McAllister, Supt. N. H. Walker, Pur. Agt. A. H. Williams.

DIRECTORS.—Charles Williams, Walter M. Parker, Joseph L. Stevens, A. H. Williams, E. M. Topliff.

GENERAL OFFICE, 21 Depot St.

REFERENCES.—Notes, Vol. VII, July, '91, p. 373 (ill.); description of road (brief), Vol. XII, Apr., '96, p. 223 (ill.).

Date of information, May, 1897. b d z

MANISTEE, MICH.

Population in 1880, 6,930, in 1890, 12,812, in 1894 (local estimates), 15,000, in 1895 (local estimates), 15,752.

Manistee, Filer City & Eastlake Railway Co.—This road connects Manistee with Filer City and the villages of Eastlake and Stronach. The total population served is approximately 25,000.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized $150,000, issued, none; coupon, but may be registered; dated Dec. 1, 1892, due 1912; int. payable June and Dec., at office of Illinois Trust Savings Bank, of Chicago, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Total receipts	$36,217	$35,257
Operating expenses	21,783	20,337
Earnings from operation	14,434	14,920

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 45 lb. T rail; 22 cars; 400 H. P. station plant; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Pullman and American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. G. A. Hart, V. Pres. R. R. Blacker, Sec. W. L. Martin, Supt. F. C. Huntoon, Asst. Supt. & Elecn. R. C. Hammond, Ch. Engr. & Ch. Engr. of Power Station Henry O'Connell.

GENERAL OFFICE, 411 River St.

Date of information, May, 1897. a d z

MANSFIELD, O.

Population in 1880, 9,859, in 1890, 13,473.

Citizens' Electric Railway, Light & Power Co.—This company is a successor to the Mansfield Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $125,000.

FUNDED DEBT, authorized and issued, $125,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.3; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. girder and T rail; 16 motor cars; Buckeye, Cooper and Ellis engines, Card and West. dynamos and motors, Akron, Brill, Ford and Laclede cars, Fulton trucks.

OFFICERS.—Pres. S. N. Ford, V. Pres. M. D. Harter, Sec. S. G. Cummings, Treas. & Gen. Man. R. Carpenter, Supt. A. J. Haycox, Elecns. W. H. Booth and Wm. Raber.

GENERAL OFFICE, Power Station, N. Main St.

REFERENCE.—Operating detail (brief), Vol. XII, July, '96, p. 414.

Date of information, May, 1897. z

MARINETTE, WIS.

Population in 1880, 5,412, in 1890, 11,513, in 1895, 16,215.

Marinette Gas, Electric Light & Street Railway Co.

CAPITAL STOCK, authorized and issued $115,000.

FUNDED DEBT, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 5 horses, 18 cars, of which 9 are motor cars and 9 trail cars, Hoffman-Billings Co. engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. H. C. Higgins, V. Pres. A. C. Merryman, Sec. G. W. Hanley, Treas. J. F. Hancock, Elecn. J. W. Gillett, Ch. Engr. of Power Station John Peslin.

GENERAL OFFICE, 1511 Main St.

Date of information, May, 1897. d z

MARION, IND.

Population in 1880, 1,125, in 1890, 8,769, in 1895 (local estimates), 18,000.

Marion City Railway Co.—This is a reorganization of the Marion Street Ry. Co., effected in Feb., 1894.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT, authorized, $400,000, issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 29.5; gauge, 4 ft. 8½ in.; 25 lb. to 60 lb. T and girder rail; 29 cars, of which 22 are motor cars and 7 trail cars; Buckeye engines, Gen. Elec. dynamos and motors, Barney & Smith, Brill, Laclede, Pullman, Jones and Stephenson cars.

OFFICERS.—Pres. Eli Halderman, V. Pres. J. A. Halderman, Sec. & Treas. C. W. Halderman, Gen. Man. & Supt. W. C. McWhinney, Ch. Engr. E. Weaver, Elecn. M. Galloway.

GENERAL OFFICE, Sweetser Bldg., Washington St.

Date of information, May, 1897. z

MARION, O.

Marion Street Railway Co.—Chartered Apr. 27, 1894.

CAPITAL STOCK, authorized, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 cars, of which 8 are motor cars and 1 trail car; West. dynamos and motors, American cars; rent power.

OFFICERS.—Pres. & Treas. Edward Durfee, V. Pres. Gottfrey Leffler, Sec. Henry Strelitz, Gen. Man. Supt. & Pur. Agt. John A. Wolford.

Please note date of information at end of each report.

DIRECTORS.—Gottfrey Leffler, Edward Durfee, G. W. King, Charles Leffler, Henry Strelitz, E. Huber, John A. Wolford.

Date of information, May, 1897. d y

MARLBOROUGH, MASS.

Population in 1880, 10,127, in 1890, 13,805.

Marlborough Street Railway Co.—Chartered Mar. 27, 1888, in perpetuity. Annual meeting Jan. 1.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share. Dividends payable at First National Bank, of Marlborough.

FUNDED DEBT, 6 p. c. mortgage bonds, $80,000; dated July 2, 1914.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$17,520	$20,231	$17,472	$37,529	$34,565
Operating expenses	14,752	15,035	13,207	24,699	27,230
Earnings from operation	2,768	5,196	4,265	12,830	7,335
Deduc. from earnings	3,602	3,416	3,728		
Interest				4,643	3,705
Taxes				672	1,120
Special charges				2,500	2,006
Net income	*834	1,780	536	5,016	504
Dividends paid				1,600	3,200
To surplus account				3,416	*2,696
Total surplus account	*3,926	1,780	2,316	5,732	3,036

* Deficit.

Dividends in 1895, 2 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 3,602	$ 5,284
Transportation expenses	16,446	18,370
Maintenance of way and buildings	2,992	2,377
" " equipment	1,658	1,199
Total	$24,699	$27,230

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	822,548	722,857
Car miles run	205,739	220,151
Gross receipts per car mile	$.182	$.157
Operating expenses per car mile	.120	.124

BALANCE SHEET.—Dated Sept. 30, 1894.

ASSETS.	1894.	1895.	1896.
Cost of road	$ 86,456	$111,799	$111,976
" equipment	26,619	31,748	32,214
Other permanent property	28,423	40,610	41,450
Cash and current assets	1,795	633	71
Other assets		19,060	19,671
Total	$143,293	$203,850	$205,382
LIABILITIES.			
Capital stock	$ 50,000	$ 80,000	$ 80,000
Funded debt	50,000	74,000	80,000
Unfunded debt	40,976	40,391	
Loans and bills payable			40,725
Other liabilities		3,727	1,621
Profit and loss (surplus)	2,316	5,732	3,036
Total	$143,293	$203,850	$205,382

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8 in.; 38 lb. and 72 lb. T and girder rail; 15 motor cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Briggs, Jones and Shaw cars.

OFFICERS.—Pres. S. H. Howe, Sec. F. L. Claflin, Treas. T. T. Robinson, Supt. & Pur. Agt. H. E. Bradford, Elecn. J. W. Young, Ch. Engr. of Power Station H. W. Angier.

DIRECTORS.—S. H. Howe, L. P. Howe, O. P. Walker, F. L. Claflin, J. T. Murphy, E. I. Sawyer, of Marlborough, Mass.; T. T. Robinson, of Dedham, Mass.

GENERAL OFFICE, 224 Maple St. Treasurer's office, 417 John Hancock Bldg., Boston, Mass.

Date of information, Jan., 1897. b d

MARQUETTE, MICH.

Population in 1880, 4,690, in 1890, 9,090.

Marquette City & Presque Isle Railway Co.

CAPITAL STOCK, authorized, $200,000, issued, $81,246.

FUNDED DEBT.—Issued, $38,700,

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 35 lb. 50 lb. and 70 lb. T and Johnson girder rail; 8 cars, of which 5 are motor cars and 3 trail cars; Hamilton-Corliss engines; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. F. O. Clark, V. Pres. J. Connolly, Sec. & Treas. M. E. Asire, Supt. Pur. Agt. & Elecn. C. Retallic, Ch. Engr. of Power Station, J. H. Wentz.

Date of information, May, 1897. d z

MARSHALLTOWN, IA.

Population in 1880, 6,240, in 1890, 9,308, in 1895 (local estimates), 12,000.

Marshalltown Light, Power & Railway Co.—Chartered July 7, 1892, for 50 years. Annual meeting second Tuesday in July. This is a consolidation of the Marshalltown Gas Co., the Marshalltown Electric Co., the Marshalltown Passenger Ry. Co., and the Marshalltown Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $150,000, issued, $125,000, in treasury (see Note), $25,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July; trustee of mortgage, American Trust & Savings Bank, of Chicago, Ill.

NOTE.—The unissued mortgage bonds now in the treasury ($25-000) may be issued and sold only for additions and extensions, at 80 p. c. of cost.

FRANCHISES.—Municipal franchises were granted on June 30, 1892, and expire in 1917. They are exclusive for twenty-five years.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers	$12,907	$13,098	$13,012	$12,360
" other sources	22,876	25,660	27,745	26,462
" total	35,783	38,758	40,757	38,822
Operat'g exp. (inc. taxes)	23,855	24,190	24,307	22,274
Earnings from operation	11,928	14,568	16,450	16,548
Deductions from earnings:				
Interest on bonds	7,500	7,500	7,500	7,500
" " floa'g debt	200	150		
Net income	4,228	6,918	8,950	9,048
Total surplus account	4,228	11,146	20,096	24,145
Per ct. op. exp. to tot. receipts	66.7	62.4	59.6	57.7

BALANCE SHEET.—Dated Dec. 31, 1894.

ASSETS.	1894.	1895.	1896.
Cost of plants (gas, elec. and ry.)	$375,000	$375,000	$375,000
Other permanent investments	10,048	13,815	17,217
Cash and bills and accts. receivable	2,463	6,045	7,371
Material and supplies	1,096	1,106	765
Total	$388,607	$395,966	$400,353
LIABILITIES.			
Capital stock	$250,000	$250,000	$250,000
Funded debt	125,000	125,000	125,000
Bills and accounts payable	2,461	870	1,208
Profit and loss (surplus)	11,146	20,096	24,145
Total	$388,607	$395,966	$400,353

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 9 cars, of which 5 are motor cars and 4 trail cars; 480 H. P. engines; St. Louis, Corliss and Ideal engines, Gen. Elec. dynamos and motors, Pullman, Brill and Stephenson cars, McGuire trucks.

OFFICERS.—Pres. C. D. Jones, Sec. S. B. Hovey, Treas. M. W. Hovey, Supt. J. J. Roe, Ch. Engr. Nathan McCoy, Elecn. M. K. Fletcher.

DIRECTORS.—E. A. Hovey, C. D. Jones, S. B. Hovey, G. S. Woodruff, M. W. Hovey.

GENERAL OFFICE, Marshalltown, Ia.

Date of information, Apr., 1897. a z

MARTHA'S VINEYARD, MASS.

Martha's Vineyard Street Railway Co.—Commenced operating on July 16, 1896. This company has secured franchises and will extend its lines from Vineyard Haven to Cottage City.

CAPITAL STOCK, authorized, $150,000, issued, $12,000.

OPERATION.—For period from July 16, 1896, to Sept. 30, 1896.

Gross receipts	$980
Operating expenses	759
Earnings on operation	$221
To surplus account	221

BALANCE SHEET.—Dated Sept. 30, 1896.

ASSETS.		LIABILITIES.	
Cost of road and equip	$5,680	Capital stock	$3,692
Cash	558	Loans and bills payable	2,325
		Profit and loss (surplus)	221
Total	$6,238	Total	$6,238

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 1; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Josiah Quincy, Sec. & Treas. Wm. H. Gallison, Gen. Man. John A. Duggan.

DIRECTORS.—Josiah Quincy, John R. Graham, John F. Merrill, Fred H. Smith, J. H. Gilbert, M. H. Curley, John A. Duggan.

GENERAL OFFICE, 113 Devonshire St., Boston, Mass.

Date of information, Apr., 1897. b z

MARYSVILLE, CAL.

Population in 1880, 4,321, in 1890, 3,936, in 1894, 4,374.

Marysville & Yuba City Street Railroad Co.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge. 3 ft. 6 in., 16 lb. steel T rail; 14 mules, 5 horse cars; Stockton cars.

OFFICERS.—Pres. Supt. & Pur. Agt. D. E. Knight, V. Pres. S. H. Bradley, Sec. W. T. Ellis. Jr.

GENERAL OFFICE, cor. D and 1st Sts.

Date of information, Apr., 1897. d z

MAUCH CHUNK, PA.

Population in 1880, 3,752, in 1890, 4,101.

Carbon County Electric Railway Co.—Chartered Feb. 4, 1892, for 999 years, to build an electric railway from Weissport to Lehighton, Packerton, Mauch Chunk and Glen Onoko. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT, issued, $60,000.

OPERATION.—Year ending June 30,

	1895.	1896.
Gross receipts	$14,672	$16,879
Operating expenses	13,765	12,451
Earnings from operation	907	4,428
Deductions from earnings.		
Interest		3,093
Taxes		338
Net income		997

BALANCE SHEET.—Dated June 30, 1895.

Assets.		Liabilities.	
Unpaid assessments	$14,860	Capital stock	$60,000
Construction account	60,673	Funded debt	17,000
Equipment account	32,409	Unfunded debt	39,641
Material on hand	500		
Office fixtures	91		
Bills receivable	699		
Cash	567		
Profit and loss (deficit)	6,842		
Total	$116,641	Total	$116,641

NOTE.—No balance sheet for 1896 was given out.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 5 ft. 2 in.; 48 lb. and 66 lb. T and girder rail; 8 motor cars; West. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. O. C. Godshall, Sec. Treas. & Gen. Man. B. Devitt, Supt. Ch. Engr. Pur. Agt. & Elecn. J. A. Bonnell.

DIRECTORS.—A. C. Godshall, A. B. Clemmer, Richard Greenwood, M. R. Swartley, Ed. Filemyr, E. K. Freed, David Kuntz.

GENERAL OFFICE, Bourse Bldg., Philadelphia, Pa.

Date of information, Dec., 1896. b d

MAYSVILLE, KY.

Population in 1880, 5,220, in 1890, 5,350.

Maysville Street Railroad & Transfer Co.

CAPITAL STOCK, authorized, $100,000, issued, $30,900.

FUNDED DEBT, $65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft, 8½ in.; 40 lb. T rail; 12 cars, of which 5 are motor cars and 7 trail cars.

OFFICERS.—Pres. A. M. J. Cochran, Sec. & Treas. R. A. Cochran. Supt. L. B. Gray.

GENERAL OFFICE, Court St.

Date of information, May, 1897. z

MEADVILLE, PA.

Population in 1880, 8,860, in 1890, 9,520, in 1896, over 14.000.

Meadville Street Railway Co.—This road is in process of construction.

CAPITAL STOCK, authorized and issued, $125,000.

FUNDED DEBT, authorized, $125,000, issued, none.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 70 lb. girder rail.

OFFICERS.—Pres. Geo. D. Trawin, V. Pres. Chas. Fahr, Sec. F. R. Shyock, Treas. H. C. Lustikow, Ch. Engr. A. L. Johnston.

Date of information, May, 1897. z

Meadville & Saegertown Street Railway Co.—This road is in process of construction.

CAPITAL STOCK, authorized and issued, $90,000.

FUNDED DEBT, authorized $90,000, issued, none.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars.

OFFICERS.—Pres. Geo. D. Trawin, V. Pres. Chas. Fahr, Sec. F. R. Shyock, Treas. H. C. Lustikow, Ch. Engr. A. L. Johnston.

Date of information, May, 1897. z

Saegertown & Venango Street Railway Co.—This road is in process of construction.

CAPITAL STOCK, authorized and issued, $210,000.

FUNDED DEBT, authorized, $210,000, issued, none.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars.

OFFICERS.—Pres. Geo. D. Trawin, V. Pres. Chas. Fahr, Sec. F. R. Shyock, Treas, H. C. Lustikow, Ch. Engr. A. L. Johnston.

Date of information, May, 1897. z

MECHANICSBURG, ILL.

Population in 1880, 396, in 1890, 420.

Mechanicsburg & Buffalo Railway Co.

CAPITAL STOCK, $12,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 3 ft. 10 in.; 16 lb. and 20 lb. T rail; 3 horses, 3 horse cars.

OFFICERS.—Pres. J. B. Hunter, V. Pres. H. Thompson, Sec. J. T. Fullenwider, Treas. & Gen. Man. L. B. Hall.

Date of information, May, 1897. z

MEMPHIS, TENN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Memphis is in the southwestern part of Tennessee, on the Mississippi River just below the mouth of the Wolf River.

Railroad and Steamship Connections.—The following lines enter the city: Missouri Pacific R. R., Tennessee Midland R. R., Newport News & Mississippi Valley R. R., East Tennessee, Virginia & Georgia R. R., Kansas City, Fort Scott & Memphis R. R., Kansas City, Clinton & Springfield R. R., Illinois Central R. R., Kansas City, Memphis & Birmingham R. R., Louisville & Nashville R. R., Little Rock & Memphis R. R. Various steamship lines operate on the Mississippi.

Manufacturing and Commercial Interests.—A capital of about $9,500,000 is employed in the various manufacturing industries of the city, the principal productions being machinery, cotton goods, cotton-seed oil and cake, carriages and wagons, bricks and tiles. Memphis is one of the largest cotton marts in the South, and is also an important distributing point for groceries, shoes, hardware, lumber, etc. About 6,000 hands are employed in the manufacturing industries, receiving in wages about $3,000,000 per annum, and the value of the product is about $13,000,000 per annum.

Banking Capital.—There are now (1897) 4 national banks with a combined capital and surplus of $2,568,500; 5 state banks, with capital and surplus of $3,680,500; 2 trust companies, with capital and surplus of $160,000; 6 savings banks, with capital and surplus of $428,723. The total banking capital is $6,837,723.

	1880.	1890.	Latest.
Population	33,592c	64.495c	75,000a,d
Assessed Valuation.			
Real estate, 60 p. c. actual value	$		27,282,302d
Personal property	$		8,212,375d
Total	$ 16,784,314c	39,558,105c	35,494,677d
" per cap.	$ 499	613	
***Municipal Debt**, net	$ 4,554,355c	3,241,877c	3,091,500e
" " per cap.	$ 136	50	
Tax Rate, per $1,000		25.30	26.80d
Manufacturing Interests. c			
No. of establishments	138	302	
Capital invested	$ 2,313,975	7,985,888	
" " per cap.	$ 68	124	
No. of employes	2,268	5,569	
Wages per annum	$ 845,672	2,874,526	
Cost of materials	$ 2,419,341	6,170,670	
Value of product	$ 4.413,422	11,800,455	
Banking Capital	$		6,837,723e
" " per cap.	$		

* Including water debt, deducting sinking fund. a Local estimates. c Census. d 1894. e 1896.

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Descriptive.

Memphis is admirably situated on a bluff overlooking the Mississippi. It occupies the only eligible site for a great commercial center on the river between the mouth of the Ohio and Vicksburg, a distance of 650 miles. From this point to the sea, ships of the deepest draught can make easy passage at all seasons of the year. These features of location are coupled with a network of railways connecting the city with all parts of the United States. About half a million bales of cotton are annually exported. Much enterprise has been shown of late in the development of manufactures. Cotton mills with 6,000 spindles are established here, and other manufacturing interests are large and active. The city has a considerable area and a water front of three miles. Memphis and its suburbs are well served by 62 miles of street railways, all of which are operated by electricity. The mileage is controlled as follows:

	Owns
Citizens' Street R. R. Co.	40
City & Suburban R. R.	5
Memphis & Raleigh Springs R. R. Co.	11
East End R. R. Co.	6
Total	62

STREET RAILWAY SYSTEM—Present Companies.

Citizens' Street Railroad Co.—Chartered May 23, 1866. This company operates under lease the City & Suburban R. R. East End R. R. Co. and the Memphis & Raleigh Springs R. R. Co,

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 6 p. c., bonds, authorized $1,000,000, issued, $900,000, in escrow (see Note) $100,000; coupon, but may be registered; due 1916; denom. $1,000; int. payable Jan. and July, at the American Exchange National Bank, of New York, and in Memphis.

Note.—$100,000 of the first mortgage bonds are held in escrow to retire an equal amount of a prior issue.

Plant and Equipment.—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 160 cars, of which 100 are motor cars and 60 trail cars; Allis and Ide engines, Gen. Elec. dynamos and motors, Pullman, Brill and Lamokin cars.

Officers.—Pres. C. K. G. Billings, V. Pres. & Gen. Man. F. G. Jones, Sec. & Treas. Robert L. Benson.

General Office, 29 Hernando St.

References.—Description of road, Vol. X, July, '94, p. 444 (ill.); Vol. X, Souv., '94, p. 52 (ill.). RALEIGH STREET RY.—Description of road (brief), Vol. X, July, '94, p. 447; (brief), Vol. X, Souv., '94, p. 52.

Date of information, May, 1897. a z

The City & Suburban Railroad.—Chartered Jan. 29, 1890. This company succeeded, by purchase under foreclosure, the Memphis & Prospect Park R. R. Co. and the Prospect Park & Belt R. R. Co. and is now operated by the Citizens' Street R. R. Co., under lease.

Capital Stock, $102,500.

Funded Debt.—First mortgage 6 p. c. bonds, issued, $65,000; coupon, but may be registered; dated Sept. 1, 1892, due 1912; denom. $1,000; int. payable Mar. and Sept., at Memphis, Tenn.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 75 lb. T and 52 lb. tram rail; 10 cars, of which 5 are motor cars and 5 trail cars; Gen. Elec. motors, St. Louis cars.

Date of information, May, 1897. a z

The Memphis & Raleigh Springs Railroad Co.—Leased by the Citizens' Street R. R. Co.

Capital Stock, $100,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 60 lb. girder and T rail; 15 cars, of which 9 are motor cars and 6 trail cars; Allis and Hampson engines, Gen. Elec. dynamos and motors, Brill cars.

Date of information, May, 1897. a z

The East End Railroad Co.—Leased in 1894 to the Citizens' Street R. R. Co.

Capital Stock, authorized and issued, $150,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $100,000; dated April 1, 1894, due 1924, but subject to call at 60 days' notice; int. payable Apr. and Oct., at office of Memphis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 5.5; gauge, 4 ft. 8¼ in.; 72 lb. T rail; 15 motor cars.

Date of information, May, 1897. a z

MENOMINEE, MICH.

Population in 1880, 3,228, in 1890, 10,630, in 1894 (local estimates), 13,000.

Menominee Electric Light, Railway & Power Co.—Chartered July 31, 1891, for 30 years. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized and issued, $110,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, original issue, $58,000, now outstanding, $40,000; coupon, but may be registered; dated July 1, 1893, due $3,000 per annum, commencing in 1895; denom. $500 and $1,000; int. payable Jan. and July, at First Nat'l Bank of Menominee; trustee of mortgage, G. A. Blesch, Menominee.

OPERATION.—Year ending Mar. 31, 1895, gross receipts from railway property were $20,105, in 1896, $20,091, from electric light and power plant in 1895, $21,315, in 1896, $22,541. Net earnings of both were in 1895, $10,987, in 1896, $11,532.

DIVIDENDS.—In 1896, 4 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 11 cars, of which 8 are motor cars and 3 trail cars; Allis and Hamilton engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. A. Spies, V. Pres. A. A. Carpenter, Sec. Treas. & Gen. Man. E. Daniell, Elecn. W. J. McCarthy.

DIRECTORS.—A. Spies, G. A. Blesch, A. A. Carpenter, Joseph Flesheim, John Henes.

Date of information, Apr., 1897. a d z

MERIDEN, CONN.

Population in 1880, 15,540, in 1890, 21,652, in 1895, (local estimates) 27,000.

Meriden Electric Railroad Co.—This is a successor of the Meriden Horse R. R. Co., which was chartered in 1886, in perpetuity. Annual meeting in Sept. In Oct., 1895, the New York, New Haven & Hartford R. R. Co. bought 9,790 of the total 10,000 shares of this company's stock and is now in control.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. bonds, authorized, $500,000, issued, $415,000, in escrow (see Note), $85,000; dated Jan. 1, 1894, due 1924; int. payable Jan. and July, at office of Girard Life & Trust Co. of Philadelphia, trustee of mortgage.

Meriden Horse R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized, $100,000, now outstanding, $85,000; dated Oct. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$85,000 of the consolidated mortgage bonds are held in escrow to retire the Meriden Horse R. R. Co.'s first mortgage bonds.

OPERATION.—Year ending Sept. 30,	1895.	1896.
Receipts from passengers	$101,305	$104,005
" other sources	785	636
" total	102,089	104,641
Operating expenses	73,725.	75,718
Earnings from operation	28,364	28,923
Deductions from earnings.		
Interest on bonds	24,440	25,000
Taxes	4,390	5,118
Deficit	464	1,195
Per cent. op. exp. to total receipts	72.3	72.3

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	2,061,094
Car miles run	583,951
Total receipts per car mile	$.179
Operating expenses per car mile	.130

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$1,489,731	$1,514,022
Cost of equipment	29,442	32,599
Other permanent investments	37,216	38,233
Cash	2,058	1,110
Bills and accounts receivable	313	313
Other assets	17,412	563
Profit and loss (deficit)		7,554
Total	$1,576,172	$1,594,394
LIABILITIES.		
Capital stock	$1,000,000	$1,000,000
Funded debt	414,000	500,000
Unfunded debt	156,519	86,000
Accounts payable	4,691	3,213
Accident ins. (sinking fund)		3,890
Special account		1,291
Profit and loss (surplus)	962	
Total	$1,576,172	$1,594,394

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 35 lb. to 90 lb. T. rail; 48 cars, of which 38 are motor cars and 10 trail cars; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

Please note date of information at end of each report.

Officers.—Pres. N. H. Heft, Sec. & Treas. W. L. Squire, Supt. W. P. Breed.

Directors.—John L. Billard, John C. Brenner, E. J. Doolittle, John W. Hall, N. H. Heft, John N. Lee, Charles L. Rockwell.

President's office. New Haven, Conn.

Date of information. May, 1897. a z

MERIDIAN, MISS.

Population in 1880, 4,008, in 1890, 10,624, in 1896, 15,000.

Meridian Street Railway & Power Co. Chartered Mar. 1893; charter amended in 1895.

CAPITAL STOCK, authorized, $150,000, issued, $50,000.

FUNDED DEBT, authorized, $50,000, issued, $15,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. and 45 lb. steel T rail; 11 cars, of which 3 are motor cars and 8 trail cars; Walker motors.

LIGHTING PLANT.—Capacity 135 arc lights and 1,000 incandescent lights.

Officers.—Pres. H. M. Street, V. Pres. J. M. Buchanan, Sec. C. B. Buchanan, Treas. H. C. Meyer, Gen. Man. W. R. Hall.

Directors.—J. M. Buchanan, C. W. Meyer, W. A. Brown, J. W. Buchanan.

Date of information, May, 1897. z

MERRILL, WIS.

Population in 1890, 6,800, in 1895, 9,500.

Merrill Railway & Lighting Co. Chartered 1890, for 30 years. Municipal franchise granted 1890, for 30 years. Annual meeting in Jan.

CAPITAL STOCK, authorized and issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $50,000, in treasury, $25,000; dated May 1, 1890, due 1910; denom. $1,000; int. payable May and Nov., at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.63; gauge, 4 ft. 8½ in.; 56 lb. Johnson girder rail; 3 motor cars; 350 H. P. station plant, Leffel water wheels and J. E. Case & Co. engines, West. and Gen. Elec. dynamos and motors, Jones cars.

Officers.—Pres. J. N. Cotter, V. Pres. J. W. Ladd, Sec. Treas. Gen. Man. & Pur. Agt. E. S. King, Supt. & Elecn. S. J. Kline.

Directors.—J. N. Cotter, J. W. Ladd, H. W. Wright, F. P. Hixon, E. S. King.

GENERAL OFFICE, 1014 Main St.

Date of information, May, 1897. a z

MICHIGAN CITY, IND.

MUNICIPAL STATISTICS AND INFORMATION.

Location. Michigan City is situated at the southern extremity of Lake Michigan and at the extreme northern end of the State of Indiana, 38 miles east of Chicago, by water and 56 by rail.

Suburbs. Among the neighboring towns are Hammond, La-porte, New Buffalo, Westville, Furnessville, Porter, Chesterton and Otis.

Population. The population in 1880 was 7,366, in 1890, 10,776. In 1896, the population from school census was 15,117. In 1896 the population of the city was 12,180.

Water Way Connections. Michigan City is the only harbor in Indiana. It is very large and safe. The government has already spent several millions of dollars upon it, and appropriated $80,000 for harbor improvements during the year 1896. An enormous amount of traffic from the Great Lakes enters Indiana through Michigan City.

Railway Connections. The outer belt railway of Chicago is now within a short distance of Michigan City, and will soon be completed, so that the city will be its eastern end. As this railroad runs around Chicago and connects with all the railroads centering there, it will further enlarge and extend Michigan City's shipping and manufacturing interests, as Michigan City with its large harbor and extensive wharves will enable vessels to load and unload very much quicker and cheaper than they could in the crowded Chicago River and on the limited and high priced wharves.

Manufacturing and Commercial Interests. A capital of about $1,250,000 is employed in various manufacturing interests in the city, the principal productions being freight cars, barrels, furniture, reed chairs, shoes, mittens, lumber, brick, etc. About 3,000 hands are employed in the manufacturing industries, with a monthly pay roll of $90,000. About $47,000 per month is paid to the employes of the car works alone. Large quantities of lumber, salt, coal and other freight are annually received here and shipped to other portions of Indiana and adjacent states.

Banking Capital.—There are now 1897, two banks, with a combined capital and surplus of $400,000. The First National Bank has a capital and surplus of more than $300,000, and the Citizens' Bank has $82,000.

Assessed Valuation.—The assessed valuation of real estate is 1897, $2,645,515. The assessed valuation of personal property is $805,975.

Municipal Debt.—The municipal debt of the city is 1897, about $53,000.

Tax Rate.—The tax rate is 1897, $2.52 per $100.

STREET RAILWAY SYSTEM—Present Companies.

Lake Cities Electric Railway Co.—Chartered Nov. 19, 1892, in perpetuity. This is a successor to the Citizens' Street Ry. Co.

Franchises.—Municipal franchises granted in 1894, expire in 1944.

Capital Stock.—Common stock, authorized and issued, $200,000, par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $100,000; issued, $50,000, in treasury, $50,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $75,000, in escrow (see Note), $225,000; coupon, but may be registered; dated Feb. 1, 1893, due 1923; denom. $500; int. payable in gold, at office of Metropolitan Trust Co., of New York City, trustee of mortgage.

Note.—The mortgage deed provides for an ultimate total issue of bonds of $300,000, of which $225,000 are placed in escrow with the Metropolitan Trust Company, of New York, trustee of mortgage. These escrow bonds are, in reality, treasury bonds, and are to be issued only for the actual cost of the necessary extensions of track, overhead construction, paving, equipment, betterments, additions to plant, erection of power house and car house, purchases of real estate, purchase and erection of boilers, engines, generators, poles, wire and other necessary machinery to extend the road and lighting plant and keep them in first class condition, and thereby meet the demands of the public from year to year for extensions and improvements. The supplemental mortgage provides restrictions and safeguards in great detail as to bringing out the treasury bonds, and the use of the funds resulting therefrom.

The bonds are semi-municipal in character, as by the terms of the supplemental mortgage, the sum of $375 per month is set aside by the city from the gross sums earned on city contracts (paid direct to the trustee by the city), to meet the interest on the $75,000 of bonds already issued. As the lighting contract of the city has more than seven years to run, the interest is practically guaranteed by the city, exclusive of earnings from the street railway plant, or from commercial lighting. No additional bonds can be brought out unless the net earnings for the previous year equal the interest on the outstanding bonds and 10 p. c. on the bonds to be certified.

Extensions.—During the season of 1897, two additional miles of track will be laid, which is expected to more than double the earnings of the railway, and a new power house and car house will be built.

Lighting Plant.—This company owns an unlimited time franchise for commercial lighting, and has a well equipped plant for public and commercial lighting. The equipment consists of 2 225 H. P. Corliss engines, 600 H. P. boilers, 5 50 arc light dynamos, 1 120 K. W. Stanley alternator, pole line and other necessary appliances. The lighting business grew very rapidly during 1896.

Plant and Equipment.—Miles of track (electric) and road, 4; gauge, 4 ft. 8½ in.; 45 lb. and 72 lb. T rail; 2 horses, 7 cars, of which 4 are motor cars and 3 trail cars; 100 H. P. engines, 100 H. P. dynamos, West. dynamos and motors, Laclede cars.

Officers —Pres. Russell B. Harrison (Terre Haute, Ind.), V. Pres. John G. McNutt, Sec. M. F. Burke, Treas. Thomas Moore, Jr., Supt. Pur. Agt. Ch. Engr. & Elecn. F. H. Root, Ch. Engr. of Power Station John Carroll, Attorneys Collins & Collins (Michigan City), Counsel, McNutt & McNutt (Terre Haute, Ind.).

Directors.—Russell B. Harrison, John G. McNutt, M. F. Burke, Thomas Moore and F. H. Root.

General Office, Michigan City. President's office, Terre Haute. New York office, 66 Broadway.

Date of information, May, 1897. a d z

MIDDLETOWN, CONN.

Population in 1880, 6,828, in 1890, 13,000, in 1897 (local estimates), 17,000.

Middletown Street Railway Co.—Chartered May, 1864; organized 1873; road opened Sept. 14, 1887. Annual meeting seeond Wednesday in Oct.

CAPITAL STOCK, authorized, $200,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $150,000, issued, $75,000; due 1915; denom. $500; int. payable June and Dec., at Middlesex County National Bank; trustee of mortgage, State Treasurer.

Please note date of information at end of each report.

OPERATION.—	9 mos. ending Sept. 30, 1895.	Year ending Sept. 30, 1896.
Receipts from passengers	$17,317	$23,002
" other sources	131	331
" total	17,448	23,333
Operating expenses	11,797	16,437
Earnings from operation	5,651	6,897
Deductions from earnings.		
Taxes	279	814
Interest	1,024	4,065
Dividends	1,500	
Net income	2,851	2,018
Dividends paid		3,000

DIVIDENDS, in Aug., 1895, 2 p. c.; in 1896, 4 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	487,954
Car miles run	117,598
Total receipts per car mile	$.200
Operating expenses per car mile	.140

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$ 99,500	$149,406
Cost of equipment	28,714	
Other permanent investments	8,500	8,895
Cash	2,003	308
Accounts receivable	55	14
Dividends	1,500	
Other assets	2,199	151
Interest	862	
Operating expense account	13,409	
Profit and loss (deficit)		*9,043
Total	$156,724	$167,817
LIABILITIES.		
Capital stock	$ 75,000	$ 75,000
Funded debt	75,000	90,000
Unfunded debt	6,368	1,700
Accounts payable	373	1,117
Total	$156,742	$167,817

* This deficit existed when the road was operated by horses and has been brought forward.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 1 horse, 13 cars, of which 8 are motor cars, and 5 trail cars; Gen. Elec. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. John M. Douglas, V. Pres. A. C. Allison, Sec. & Treas. J. K. Guy, Supt. E. W. Goss.

DIRECTORS.—John M. Douglas, Israel A. Kelsey, A. C. Allison, Walter F. Ford, Geo. D. Chapman, S. H. Wagner, Jas. K. Guy.

GENERAL OFFICE, 265 Main St.

REFERENCE.—Operating detail, Vol. XIII, Feb., '97, p. 98 (ill.).

Date of information, May, 1897. a b d z y

MIDDLETOWN, N. Y.

Population in 1880, 8,494, in 1890, 11,977; of Goshen (local estimates), 3,500.

Middletown-Goshen Traction Co.—Chartered June 10, 1893, for 99 years; municipal franchise granted June 29, 1893 for 99 years. Annual meeting last Monday in July. Operation commenced May 8, 1894. This company is a consolidation of the Middletown-Goshen Traction Co., and the Middletown-Bloomingburgh Electric Ry. Co.

CAPITAL STOCK, authorized $400,000, issued, $275,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized $400,000 issued, $275,000; coupon, but may be registered; dated Jan. 1, 1894, due 1919; denom. $1,000; int. payable Jan. and July, at Farmers Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers	$44,117	$52,815
" other sources	1,024	1,188
" total	45,141	54,003
Operating expenses	28,436	41,560
Earnings from operation	16,705	12,443
Deductions from earnings.		
Interest	12,000	16,506
Taxes	245	1,385
Net income	4,460	*5,448
To surplus account	4,710	
Total surplus account		*738
Per cent. op. exp. to total receipts	63	76.9

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 9,151
Transportation expenses	19,175
Maintenance of way and building	3,149
" " equipment	10,085
Total	$41,560

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	1,233,087
Car miles run	414,210
Total receipts per car mile	$.131
Operating expenses per car mile	.101

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road	$567,197	$561,693
Treasury stocks and bonds	250,000	250,000
Cash	2,922	375
Bills receivable	498	1,123
Material and supplies	1,956	2,866
Profit and loss (deficit)		737
Total	$822,573	$816,794
LIABILITIES.		
Capital stock	$400,000	$400,000
Funded debt	400,000	400,000
Bills payable	17,863	4,224
Sundries		12,570
Profit and loss (surplus)	4,710	
Total	$822,573	$816,794

PLANT AND EQUIPMENT.—Miles of track, (electric) 12.47; gauge, 4 ft, 8½ in.; 65 lb. and 80 lb. T and girder rail; 22 cars, of which 18 are motor cars and 4 trail cars; Payne engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Jas. C. Hinchliffe, V. Pres. & Elecn. M. J. Wightman, Sec. E. G. Wightman, Treas., Gen. Man. & Pur. Agt. W. B. Rockwell, Supt. O. C. G. Urban, Ch. Engr. Chas. H. Smith, Ch. Engr. of Power Station, E. T. Wightman.

DIRECTORS.—John Hinchliffe, James C. Hinchliffe, of Paterson, N. J.; W. B. Rockwell, B. H. Throop, M. J. Wightman, of Scranton, Pa.; E. G. Wightman, Wm. B. Royce, Chas. H. Smith, of Middletown, N. Y.; Wm. S. Grant, Jr., of Philadelphia, Pa.

Address, P. O. Box 401, Middletown.

Date of information, Apr., 1897. b d z

MIDDLETOWN, O.

Population in 1880, 4,538, in 1890, 7,681, in 1897 (local estimates), 12,000.

Cincinnati, Hamilton & Dayton Traction Company.—This company is controlled by the Cincinnati, Hamilton & Dayton Ry. Co. which purchased (in Nov., 1896) the property of the Middletown & Madison Street R. R. Co. The company will connect the street railway lines with its steam road, equip both with electricity and operate electric cars between Middletown and Hamilton.

CAPITAL STOCK, authorized, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2, of road 2; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 6 horses, 4 horse cars; Brill cars.

OFFICERS.—Pres. D. G. Edwards, Sec. Geo. R. Balch, Treas. F. H. Short, Gen. Man. C. G. Waldo.

GENERAL OFFICE, corner Fifth and Vine Sts., Cincinnati, O.

Date of information, Apr., 1897. z

MILFORD, CONN.

Milford Electric Railway Co.—This company will build an electric railway along the shore of Long Island Sound and through Milford from the terminus of the New Haven Street Ry. to the terminus of the lines of the Bridgeport Traction Co. Surveys have been made and land has been purchased for the right of way. It is intended to begin construction work in May, and to have the line completed in time for summer traffic.

OFFICERS.—Pres.————Tomlinson (Milford), V. Pres. Dumond P. Merwin, Sec. & Treas. Frederick Tibbals (Milford).

Date of information, Apr., 1897. z

MILFORD, MASS.

Population in 1880, 9,310, in 1890, 9,956.

Milford & Hopedale Street Railway Co.—This road was originally operated by a storage battery system, which proving unsuccessful the road ceased operation for some time. It has been rebuilt for overhead electric service and is operated in connection with the Milford, Holliston & Framingham Street Ry.

Please note date of information at end of each report.

MAP OF
MILWAUKEE, WIS.
SHOWING THE LINES OF THE
MILWAUKEE ELECTRIC RAILWAY
AND LIGHT COMPANY

SCALE
0 ⅛ ¼ ½ ¾ 1 Mile

Street Railway Journal. NY.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

FUNDED DEBT.—None, the original issue having been cancelled.

OPERATION.—Year ending Sept. 30, 1806.

Gross receipts	$6,915
Operating expenses	3,322
Earnings from operation	3,593
Deductions from earnings.	
Taxes	993
Net income	2,600
Dividends paid, 4 p. c.	2,400
To surplus account	200
Total surplus account	200

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$ 428
Transportation expenses	2,894
Total	$3,322

BAKANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$34,781	Capital stock	$60,000
Cost of equipment	8,127	Loans and bills payable	33,766
Other perm't invest's	48,109	Profit and loss (surplus)	200
Cash and current assets	2,949		
Total	$93,966	Total	$93,966

PLANT AND EQUIPMENT.—Miles of track (electric), 1.75; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. B. Ferguson, Sec. & Treas. Geo. A. Butman, Supt. G. B. Larrabee, Elecn. G. E. McCollum, Ch. Engr. of Power Station W. Daniels.

DIRECTORS.—W. B. Ferguson, W. F. Ford, E. R. McPherson, N. Sumner Myrick, Chas. E. Barnes, Chas. A. Richardson, W. G. Benedict.

GENERAL OFFICE, Milford.

REFERENCE.—Notes, Vol. VII, June, '91, p. 282 (ill.).

Date of information, May, 1897. b d z

Milford, Holliston & Framingham Street Railway Co.—This company commenced operations on May 15, 1896.

CAPITAL STOCK, authorized and issued, $150,000.

OPERATION.—For period from May 15, 1896, to Sept. 30, 1896.

Gross receipts	$25,279
Operating expenses	16,758
Earnings from operation	8,521
Deductions from earnings.	
Interest and discount	365
Taxes	1,960
Net income	6,196
Dividends paid, 4 p. c.	6,000
To surplus account	196
Total surplus account	196

OPERATING EXPENSES.

For period from May 15, 1896, to Sept. 30, 1896.

General expenses	$1,600
Maintenance of way and buildings	524
" " equipment	879
Transportation expenses	13,755
Total	$16,758

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$163,758	Capital stock	$150,000
" equipment	28,035	Loans and bills payable	47,359
Other perm't invest's	5,205	Profit and loss (surplus)	196
Cash and current assets	557		
Total	$197,555	Total	$197,555

PLANT AND EQUIPMENT.—Miles of track (electric), 12.5; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 11 motor cars, 2 snow plows; Jackson & Sharp cars; get power from Milford & Hopedale Street Ry. Co.

OFFICERS.—Pres. & Pur. Agt. W. B. Ferguson, Sec. & Treas. G. A. Butman, Supt. G. B. Larrabee, Elecn. G. E. McCollum.

DIRECTORS.—W. B. Ferguson, E. R. McPherson, W. F. Ford, W. G. Benedict, N. S. Myrick, Charles E. Barnes, C. A. Richardson.

GENERAL OFFICE, Milford.

Date of information, May, 1897. b d z

MILLBURY, MASS.

Blackstone Valley Street Railway Co.—Chartered to build an electric railway connecting Milbury, Grafton, Sutton and Southbridge. The road is now in process of construction. On Apr. 23, 1897, the property and franchises of the company were sold at public auction to M. J. Whittall and Alfred Thomas, of Worcester, for $31,000.

CAPITAL STOCK, authorized, $100,000, issued, $47,800; par value, $100 per share.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$95,984	Capital stock	$47,800
" equipment	3,300	Loans	50,000
Land and buildings	362	Accrued taxes	599
Cash	13	Other liabilities	1,260
Total	$99,659	Total	$99,659

PLANT AND EQUIPMENT.—Miles of track (electric), under construction, 6.

OFFICERS.—Pres. Jas. H. Ferguson, Sec. L. H. Clarke, Treas. H. A. Ryan.

DIRECTORS.—Geo. F. Mellen, Wm. S. Greene, W. Peabody Reid, Abram Manchester, P. W. Sprague, Jas. H. Ferguson, Chas. Buck, L. E. Chase.

GENERAL OFFICE, Millbury, Mass.

Date of information, Apr., 1897. b y

MILLVILLE, N. J.

Population in 1880, 7,660, in 1890, 10,002.

Millville Traction Co.—Chartered 1894 for 100 years. Annual meeting Aug. 1. This company leases and operates the Millville Rapid Transit Co., for 999 years from 1894, at an annual rental of $1.00.

CAPITAL STOCK, authorized, $400,000, issued, $175,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $88,000; coupon, but may be registered; dated Aug. 1, 1894, due 1914; denom. $1,000; int. payable Feb. and Aug. at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Receipts from passengers	$11,841	$9,249
" other sources	53	4
" total	11,894	9,253
Operating expenses	14,044	12 036
Deficit from operation	2,150	2,783

PLANT AND EQUIPMENT.—Miles of track (electric), 3.64; gauge, 4 ft. 8½ in.; 48 lb. rail; 7 cars, of which 6 are motor cars and 1 trail car; 200 H. P. station plant; Ball & Wood engines, Gen. Elec. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. & Gen. Man. Geo. B. Langley, Sec. & Treas. E. H. Stokes.

DIRECTORS.—Geo. B. Langley, Geo. Wood, R. B. Radcliffe, W. D. Kemble, H. B. Kemble, S. M. Souder, H. Mulford, H. O. Newcomb, M. Ludlam, W. B. Munroe, J. K. Russell.

Date of information, Feb., 1897. a b d

MILWAUKEE, WIS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Milwaukee is situated in the southeastern part of Wisconsin, on the west shore of Lake Michigan, at the mouth of the Milwaukee River. It is the county seat of Milwaukee County.

Suburbs.—The suburban residential township of Wauwatosa is connected with Milwaukee by street railway lines. The population of Wauwatosa in 1890 was 10,914.

Railroad and Steamship Connections.—The following railroads enter the city: Chicago & Northwestern R. R., Chicago, Milwaukee & St. Paul R. R., Detroit, Grand Haven & Milwaukee R. R., Milwaukee & Superior R. R., Milwaukee & Northern R. R., Wisconsin Central R. R., Flint & Pere Marquette R. R., Vandalia Line, Graham & Morton Transit Co., Grand Rapids & Indiana R. R. Line, Chicago & West Michigan R. R. Line. Milwaukee is also served by a number of important steamship lines on the Great Lakes, to Buffalo, Duluth, etc.

Manufacturing and Commercial Interests.—A capital of $102,381,205 is employed in the various manufacturing industries of the city, the principal products being beer, malt, packed and dressed meats, engines, machinery and other manufactured iron, tinware, leather, clothing, flour, boots and shoes, lumber, furniture and oil. Milwaukee has a great trade in grain and coal.

Banking Capital.—There are now (1897) 5 national banks with a combined capital and surplus of $3,690,000; 5 state banks, with capital and surplus of $1,544,000; 15 loan and investment companies, with

capital and surplus of $2,500,000. The total banking capital is $7,734,000.

	1880.	1890.	Latest.
Population	115,587c	204,468c	280,000d
Assessed Valuation.			
Real estate, 50% actual value	$ 41,646,373	85,603,020	119,843,285d
Personal property	$ 14,229,596	19,881,035	24,329,904d
Total	$ 55,875,969c	105,484,055c	144,173,189d
" per cap	$ 483	516	
***Municipal Debt**, net	$ 2,160,289c	2,915,900c	5,868,000d
" " per cap	$ 19	14	
Tax Rate, per $1,000		21.50	23.68d
Manufacturing Interests. c			
No. of establishments	844	2,867	3,072
Capital invested	$ 18,766,914	64,285,595	102,381,205
" " per cap	$ 162	314	
No. of employes	20,886	41,127	48,345
Wages per annum	$ 6,946,105	19,298,998	19,633,105
Cost of materials	$ 28,975,872	51,717,457	76,843,380
Value of product	$ 43,473,812	91,354,933	120,372,323b
Banking Capital	$		7,734,000d
" " per cap	$		

* Including water debt, deducting sinking fund. a Local estimates. b 1895. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Milwaukee is the largest city of Wisconsin. It is well located on bluffs rising from the shores of a fine bay. It covers an area of 21.04 sq. miles and has a water front of 8 miles, and the residential area is unusually extensive, largely arising from the fact that many wage earners live in separate homes of their own. The manufactures are important. Seven great breweries are located here, one, the largest in the world. The city was one of the earliest in the country to apply electric traction, the first electric line being started in April, 1890. Since that time the property has been greatly developed, and ranks today among the best in the United States. The system comprises 151 miles of track, of which 139 miles are operated by electricity, and 12 miles (suburban) by steam.

STREET RAILWAY SYSTEM—Present Companies.

The Milwaukee Electric Railway and Light Co.—Chartered Feb., 1896, as a successor to The Milwaukee Street Ry. Co.; which was sold under foreclosure of mortgage, Jan. 29, 1896. The Milwaukee Street Ry. Co., was a consolidation of the Milwaukee City R. R. Co., the Cream City Ry. Co., the West Side R. R. Co., the Milwaukee & Whitefish Bay Ry. Co., Milwaukee Electric Street Ry. Co., Badger Illuminating Co., Edison Electric Illuminating Co., and The Milwaukee Electric Light Co. This company has a five year contract for city lighting expiring Dec., 1900. In 1896 the company purchased The Pabst Heat, Light & Power Plant, and the property and franchises of the Milwaukee Arc Light Co. and the Milwaukee & Wauwatosa Electric Co.

Capital Stock.—Common stock, authorized and issued, $3,500,000; par value, $100 per share.

5 p. c. non-cumulative preferred stock, authorized, $4,500,000, issued, $3,500,000; par value, $100 per share. The preferred stock is also entitled to share equally with the common stock any dividends declared after 5 p. c. has been paid on common stock.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $8,000,000, issued, $5,600,000, in escrow (see Note), $1,500,000; dated 1896, due Feb. 1, 1926; int. payable Feb. and Aug. (see Note), at office of the company in the city of New York, 30 Broad St.

Milwaukee City R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1888, due 1908; int. payable June and Dec., at office of Central Trust Co., of New York, trustee of mortgage.

West Side R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1889, due 1909; int. payable Jan and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Note.—The Milwaukee City R. R. Co.'s bonds are a first lien on about 41 miles of track; the West Side R. R. Co.'s mortgage is a first lien on about 18 miles of track; the consolidated mortgage is a first lien on about 83 miles of track and upon the electric lighting plant and other property of the company; and a second lien on the remainder (59) miles.

$1,500,000 of the first consolidated mortgage bonds are held in escrow to retire the Milwaukee City R. R. Co.'s bonds and the West Side R. R. Co.'s bonds. The remaining bonds are reserved for improvements.

Under the plan of re-organization, holders of the old consolidated mortgage bonds received $617.56 in the new bonds and $382.44 in preferred stock for each $1,000 surrendered. Holders of the second consolidated mortgage bonds received $2,000 in common stock for each $1,000 surrendered. Holders of unfunded coupons received their par value in preferred stock. Holders of the coupons of June, 1895, received 61.756 p. c. of their par value in cash.

Operation.—The latest reports received are for the years ending Dec. 31,

	1894.	1895.
Receipts from passengers	$1,147,683	$1,315,963
" other sources	206,482	231,074
" total	1,354,165	1,547,037
Operating expenses	918,095	958,541
Earnings from operation	436,070	588,496

Plant and Equipment.—Miles of track (electric), 142.89; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. girder and T rail; 50 horses, 325 motor cars Allis engines, Gen. Elec. dynamos and motors, Brill, Brownell, Jones and Pullman cars.

Officers.—Pres. Wm. Nelson Cromwell, V. Pres. Henry C. Payne, Sec. C. A. Spofford (New York), Treas. Edward Edes (New York), Gen. Man. John I. Beggs, Supt. G. M. Kuemmerlein, Elecn. O. M. Rau, Ch. Engr. of Power Stations W. H. Crawford, Gen. Supt. Ry. Dept. Thomas E. Mitten, Gen. Supt. Ltg. Dept. W. L. Church.

General Office, Masonic Building, Milwaukee, Wis. New York Office, Johnston Bldg., 30 Broad St.

References.—Description of road, Vol. VIII, June, '92, p. 340 (ill.); Vol. IX, Feb., '93, p. 101; Vol. IX, Oct., '93, p. 622 (ill.); curve, Vol. IX, Feb., '93, p. 109 (ill.); track construction, Vol. X, Sept., '94, p. 576 (ill.); increase of bonds, Vol. X, Mar., '94, p. 213; operating detail, transfers, Vol. X, July, '94, p. 461 (ill.); operating detail, Vol. XI, Feb., '95, p. 92; fire in car barns, Vol. IX, Feb., '93, p. 84 (ill.); description of controller diagram (brief), Vol. XII, May, '96, p. 290 (ill.); strike, Vol. XII, July, '96, p. 442; operating detail, Vol XII, Sept., '96, p. 524. MILWAUKEE ELECTRIC RY.—Short description of road, Vol. IX, Oct., '93, p. 632. WEST SIDE R. R.—Description of road, Vol. IX, Oct., '93, p. 631 (ill.). MILWAUKEE STREET RY. CO.—Plan of reorganization, Vol. XI, July, '95, 485.

Date of information, May, 1897. d z

For map of road see page 146.

Milwaukee Light, Heat & Traction Co.—This company was organized (in Dec., 1896) by the directors and officers of The Milwaukee Electric Railway and Light Co., to legalize the purchase of the Pabst Lighting Plant.

Capital Stock, $500,000.

Officers.—Pres. Wm. Nelson Cromwell, V. Pres. Henry C. Payne, Sec. C. A. Spofford.

Directors.—Same as The Milwaukee Electric Ry. and Light Co.

Date of information, May, 1897. z

Milwaukee & Wauwatosa Railway Co.—This is a re-organization of the Milwaukee & Wauwatosa Motor Ry. Co.

Capital Stock.—New issue unknown.

Funded Debt.—New issue unknown.

Plant and Equipment.—Miles of track (steam), 12; gauge, 4 ft. 8½ in.; 56 lb. girder rail; 9 cars, of which 3 are motor cars and 6 trail cars; 1 Baldwin and 2 Porter motors.

Officers.—Pres. J. Petley, V. Pres. J. W. Bingham, Sec. & Treas. A. B. Myers, Supt. Frank Harriman.

General Office, 371 Broadway.

Date of information, Mar., 1896.

Milwaukee & Wauwatosa Electric Co.—This company was purchased (in June, 1896) by The Milwaukee Electric Ry. and Light Co.

Officer.—Manager in charge, Henry Jane.

References.—Description of road, Vol. VIII, Nov., '92, p. 683 (ill.); Vol. IX, Feb., '93, p. 101; Vol. IX, Oct., '93, p. 630 (ill.).

Date of information, May, 1897. a z

MINNEAPOLIS AND ST. PAUL, MINN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Minneapolis is situated in southeastern Minnesota on the Mississippi River at St. Anthony Falls. St. Paul is situated on the Mississippi River 10 miles below Minneapolis and is the capital of the state.

Population.—The population of Minneapolis in 1880 was 46,889, in 1890, 164,738, and in 1895, 192,833. The population of St. Paul in 1880 was 41,473, and in 1890, 133,156, an increase of 221 per cent. The total present population of the twin cities is approximately 350,000.

Railroad and Steamboat Connections.—The two cities have intimate connections with all parts of the country through a widely ramified railway system embracing the Chicago, Burlington & Northern R. R., Chicago, Milwaukee & St. Paul R. R., Chicago & North-

western R. R., Great Northern R. R., Minneapolis, St. Paul & Sault Ste. Marie R. R., Minneapolis & St. Louis R. R., Northern Pacific R. R., St. Paul & Duluth R. R., Wisconsin Central R. R., Chicago Great Western R. R. During the open season steamboat lines operate to all ports on the Mississippi River.

Manufacturing and Commercial Interests.—A capital of about $65,000,000 is employed in the various manufacturing industries of the two cities, the principal productions being flour, lumber, machinery, farming implements, furniture, carriages, boots and shoes, sashes, blinds, building materials. About 51,000 hands are employed in the manufacturing industries, receiving in wages about $25,500,000 per annum, and the value of the manufactured product was, in 1895, about $202,000,000. Minneapolis is the greatest primary grain, flour and lumber market in the world. $12,000,000 are invested in Minneapolis saw mills, which employ over 6,000 men throughout the year, and the annual product averages about $6,000,000 in value ($8,000,000 in 1892). It is claimed that the manufacturing trade in 1892 amounted to $200,750,200, and the jobbing trade to $331,628,287, while the bank clearings aggregated $709,511,499.

Banking Capital.—There are now (1897) 13 national banks in the two cities with a combined capital and surplus of $12,167,353; 18 state banks, with capital and surplus of $3,540,500; 12 national building and loan associations, with capital and surplus of $3,903,725; 8 loan and trust companies with capital and surplus of $4,385,660; 34 local building and loan associations with capital and surplus of $2,243,372; 7 savings banks with capital and surplus of $350,000. The total banking capital is $26,590,610.

Assessed Valuation.—The assessed valuation of real estate and personal property in St. Paul is (1896) $93,500,000, the property being assessed at about 50 per cent. of its real value (the assessed valuation of the personal property is $14,042,700). The assessed valuation of real and personal property in Minneapolis is (1896) $109,276,016, real estate being assessed at about 50 p. c. of its actual value.

Municipal Debt.—The municipal debt of Minneapolis less sinking funds is (1897) $6,497,053) The municipal debt of St. Paul is (1897) $7,958,700.

Tax Rate.—The tax rate of Minneapolis is (1896) $21.60 per $1,000, and of St. Paul, $23.60 per $1,000.

Combined municipal statistics of the two cities.

	1880.	1890.	Latest.
Population	88,360c	297,894c	350,000a
Area, in square miles			
Population per square mile			
Assessed Valuation.			
Real estate			
Personal property			
Total	$ 47,415,733c	258,542,106c	202,776,016d
" per cap	$ 537	868	
***Municipal Debt**, net	$ 2.664,182c	13,684,857c	14,455,753e
" " per cap	$ 30	46	
Tax Rate, per $1,000			†21.40d
Manufacturing Interests. c			
No. of establishments	994	4,070	6,100
Capital invested	$ 12,741,441	62,202,306	
" " per cap	$ 144	209	
No. of employes	10,574	43,938	51,000
Wages per annum	$ 4,836,593	24,170,593	
Cost of materials	$ 29,993,690	65,170,522	
Value of product	$ 40,259,839	108,214,651	202,000,000
Banking Capital	$		26,590,610a
" " per cap	$		

* Including water debt, deducting sinking fund. a Local estimates. c Census. d 1896. e 1897.

STREET RAILWAY SYSTEM—Descriptive.

The growth of the twin cities of Minnesota is a marvel of modern commercial history. The cities possess the advantages of the first water power and head of navigation on the great midland river of the continent. To these natural features have been added a concentration of railway lines, until the cities have become identified with the development of the entire Northwest. The street railway interests have kept pace with progress in other directions. Minneapolis and St. Paul were among the earliest American cities to adopt electricity on a large scale. The street railway system is under one control and consists of 232 miles of track, of which 226 miles are operated by electricity and 6 miles by the cable. The business centers of Minneapolis and St. Paul are nine miles apart, and through the thickly settled intervening territory an interurban line is in regular operation on a 6 minute schedule. The manufacturing and business districts of both cities are largely at or near the river. The residential sections cover a large area, and there is a constant tendency to suburban expansion. In addition to the usual suburban service, lines run out to the numerous lakes and pleasure resorts.

STREET RAILWAY SYSTEM—Present Companies.

Twin City Rapid Transit Co.—Chartered June 3, 1891, under laws of the state of New Jersey. This company controls the entire street railway systems of Minneapolis and St. Paul, by ownership of the stock of the Minneapolis Street Ry. Co., The St. Paul City Ry. Co., and the Minneapolis, Lyndale & Minnetonka Ry. Co.

Capital Stock.—Common stock, authorized, $17,000,000, issued, $15,010,000, in treasury, $1,990,000; par value, $100 per share.

7 p. c. cumulative preferred stock, authorized, $3,000,000, issued, $1,137,200. Dividends payable quarterly, commencing Apr. 1, 1895. It is provided that if in any year dividends amounting to 7 p. c. are not paid on the preferred stock, the deficiency shall be a charge upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company, the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be payable to the holders of the common stock.

Funded Debt.—See Minneapolis Street Ry. Co., and The St. Paul City Ry. Co.

Franchises.—This company through its ownership of the operating companies named possesses the exclusive right to operate street cars in and between the cities of St. Paul and Minneapolis.

Operation.—Consolidated income account Minneapolis Street Ry. Co. and St. Paul City Ry. Co. for years ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass.	$2,136,658	$2,164,925	$1,981,706	$1,964,773	$2,037,935
" other s'rces	50,922	24,232	21,973	24,031	21,283
" total	2,187,580	2,189,157	2,003,679	1,988,804	2,059,218
Operating exp.	1,309,274	1,264,408	890,031	846,892	875,787
Other "	109,315	145,824	154,517	132,593	119,372
Total "	1,418,589	1,410,232	1,044,548	979,485	995,159
E'r'ngs from op'n.	768,991	778,925	959,131	1,009,319	1,064,059
Deduc. fr'm earn.					
Int. charges	474,360	611,491	686,022	701,768	705,891
Taxes	54,064	51,144	52,939	49,071	58,170
Net income	240,567	116,290	220,170	258,479	299,998
Total surp. acct.	607,984	710,204	827,572	1,086,051	1,379,943
Per cent. total exp. to total receipts.	64.8	64.4	52.1	49.3	48.3

INTERURBAN LINE.

Operating report of the interurban line connecting St. Paul and Minneapolis (included in the complete operating report given above).

Years ending Dec. 31,	1894.	1895.	1896.
Gross receipts	$353,015	$362,637	$384,721
Operating expenses	128,225	120,209	123,304
Earnings from operation	224,790	242,428	261,417
Per cent. op. exp. to gross receipts	36.32	33.15	32.05

GROSS RECEIPTS.

The gross receipts of the properties now owned by the Twin City Rapid Transit Co., for the years 1878 to 1896 inclusive, were as follows:

1878	$ 65,520	1888	985,336
1879	85,431	1889	968,094
1880	111,344	1890	1,401,397
1881	178,871	1891	1,820,592
1882	279,773	1892	2,187,580
1883	399,919	1893	2,189,157
1884	478,758	1894	2,003,679
1885	520,216	1895	1,988,804
1886	669,088	1896	2,059,218
1887	828,138		

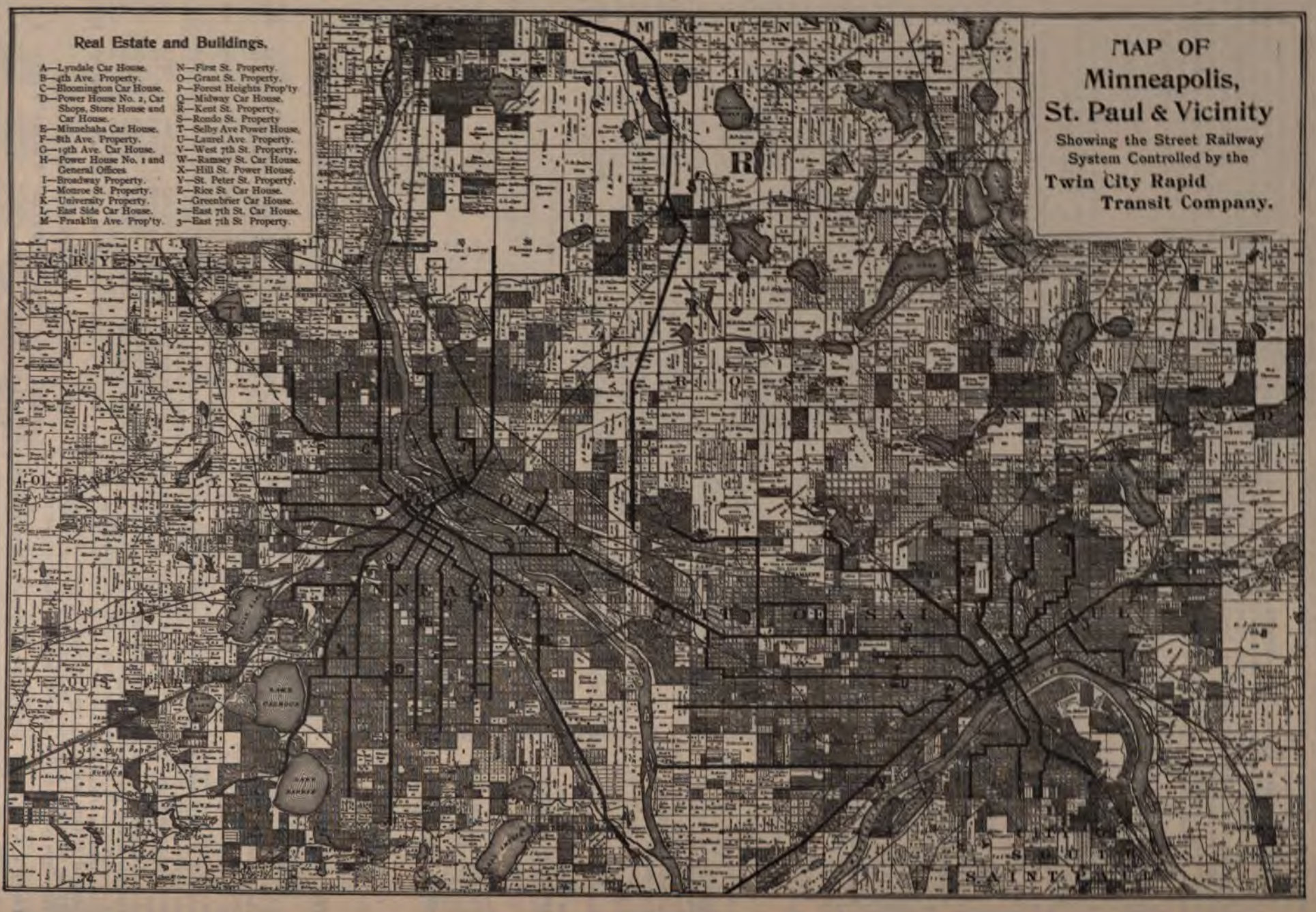
OPERATING EXPENSES.

Years ending Dec. 31,	1892.	1893.	1894.	1895.	1896.
General expenses	$106,697	$ 94,281	$ 61,162	$ 56,934	$54,053
Maint. of equip.	200,502	180,831	103,350	81,816	97,724
" " way and structures	108,061	98,931	66,607	58,069	62,738
Wages cond't'rs & motormen	482,697	452,687	369,598	378,256	386,464
Wages insp'ct'rs & transfer agents	30,919	27,252	14,300	8,859	9,019
Station expense	142,649	144,518	90,639	87,131	84,902
Power station exp.	226,987	229,358	161,375	154,104	156,764
Machine shop exp.	10,762	36,550	23,000	21,722	24,122
Total	$1,309,274	$1,264,408	$890,031	$846,891	$875,787

OTHER EXPENSES.

Insurance	$ 20,514	$ 18,966	$ 16,685	$ 13,638	$ 11,520
Inj. and damages	51,504	97,436	106,814	80,891	65,567
Legal expenses	13,786	18,614	17,038	14,925	19,276
Contingent expenses	23,511	10,808	13,980	23,139	22,989
Total	$109,315	$145,824	$154,517	$132,593	$119,372

Please note date of information at end of each report.


Real Estate and Buildings.
A—Lyndale Car House.
B—4th Ave. Property.
C—Bloomington Car House.
D—Power House No. 2, Car Shops, Store House and Car House.
E—Minnehaha Car House.
F—8th Ave. Property.
G—19th Ave. Car House.
H—Power House No. 1 and General Offices.
I—Broadway Property.
J—Monroe St. Property.
K—University Property.
L—East Side Car House.
M—Franklin Ave. Prop'ty.
N—First St. Property.
O—Grant St. Property.
P—Forest Heights Prop'ty
Q—Midway Car House.
R—Kent St. Property.
S—Rondo St. Property
T—Selby Ave Power House.
U—Laurel Ave. Property.
V—West 7th St. Property.
W—Ramsey St. Car House.
X—Hill St. Power House.
Y—St. Peter St. Property.
Z—Rice St. Car House.
1—Greenbrier Car House.
2—East 7th St. Car House.
3—East 7th St. Property.
MAP OF
Minneapolis,
St. Paul & Vicinity
Showing the Street Railway System Controlled by the
Twin City Rapid Transit Company.
MINNEAPOLIS
SAINT PAUL
LAKE CALHOUN
LAKE HARRIET
LAKE COMO

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1893.	1894.	1895.	1896.
Car miles run	10,374,206	9,558,648	10,336,178	11,015,938
Gross earn. per car mile	$.2087	$.2073	$.1901	$.1850
Op. exp. per car mile	.1219	.0931	.0819	.0795
Surp. earn. per car mile	.0868	.1142	.1082	.1055
P.c. op.ex. to gross earn	58.40	44.91	43.10	.4297

Note.—During 1896 the company put in a heavier type of track construction, with 80 lb. 60 ft. T rails and cast welded joints, over a considerable portion of its mileage. In addition to this, it was called upon to bear a large proportion of the expense of repaving the principal business streets.

The company has made arrangements with the owners of a 10,000 H P. water power at the Falls of St Anthony, to generate at that point electric power for the use of its lines and has leased its power for a term of forty years at a basis that is expected to add largely to the net revenue without calling for capital expenditure.

Balance Sheet.—Dated Dec. 31, 1896.

ASSETS.

Cost of road, equipment, real estate, buildings, machinery, tools, etc.	$14,117,938
Stock of other companies	15,000,000
Notes and accounts receivable	82,851
Cash in hand and in banks	223,410
Insurance paid in advance	4,836
Material and supplies	98,247
Interest on current liabilities, paid in advance	7,501
T. C. R. T. Co., stock account to be adjusted	86,306
Total	$29,621,090

LIABILITIES.

Capital stock, common	$15,010,000
" " preferred	1,137,200
Funded debt, (see schedule A below)	11,323.000
Unpaid vouchers and accounts	42,082
Pay rolls accrued and not due	26,174
Trainmen's deposits	20,875
Taxes accrued and not due	50,225
Interest on funded debt accrued and not due	206,121
Bills payable	425,469
Profit and loss (surplus)	1,379,943
Total	$29,621,090

Schedule A.

Statement of Funded Debt and 6 per cent. Certificates.

Jan. 1	1896.	1897.
MINNEAPOLIS DIVISION.		
First mortgage 7 p. c. due 1910	$ 350,000	$ 340,000
Second mortgage 6 p. c. due 1913	600,000	600,000
First consolidated mortgage 5 p. c. due 1919.	4,050,000	4,060,000
6 p. c. certificates, due 1898	615,000	512,500
Total	$5,615,000	$5,512,500
ST. PAUL DIVISION.		
First mort. and first consol. 6 p.c. due 1932-34.	$ 680,000	$ 680,000
Cable consol. mortgage 5 p. c. due 1937	3,618,000	3,618,000
Debenture mortgage 6. p. c. due 1900	1,000,000	1,000,000
6 p. c. certificates, due 1898	615,000	512,500
Total	$5,913,000	$5,810,500
Grand total	$11,528,000	$11,323,000

Officers.—Pres. Thomas Lowry, V. Pres. Sec. & Treas. C. G. Goodrich, Audr. J. F. Calderwood, Gen. Man. W. J. Hield.

Directors.—Thomas Lowry, C. G. Goodrich, Clinton Morrison, of Minneapolis; John Kean, of Elizabeth, N. J.; J. Kennedy Tod, James Loeb, R. J. Cross of New York.

Financial Agents, J. Kennedy Tod & Co., 45 Wall St., New York.

References.—TWIN CITY RAPID TRANSIT CO.—Description of road, Vol. IX, Feb., '93, 102 (ill.); increase of stock, Vol. XI, Mar., '95, p. 183; operating details, Vol. XII, May, '96, p. 282 (ill.); operating detail, Vol. XII, June, '96, p. 346 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; MINNEAPOLIS STREET RAILWAY CO.—Description of power plant (brief), Vol. VIII, June, '92, p. 374. INTERURBAN LINE.—Description of road, Vol. VII, Sept., '91, p. 457 (ill.); Vol. IX, Feb., '93, p. 102 (ill.);

Date of information, May, 1897. a z

For map of road see page 150.

Minneapolis Street Railway Co.—Chartered July 1, 1873.

Capital Stock, $5,000,000, owned by, and in the treasury of the Twin City Rapid Transit Co.

Funded Debt and Certificates, $5,512,500, as follows:

First mortgage 7 p. c. gold bonds, outstanding, $340,000; dated Nov. 1, 1880, due 1910, but redeemable yearly at $105 and int.; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, outstanding, $600,000; dated Nov. 1, 1883, due 1913; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,060,000, in escrow (see Note) $940.000; coupon, but may be registered; dated Jan. 15, 1889, due 1919; denom. $1,000; int. payable in gold Jan. 15 and July 15 at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

6 p. c. certificates of indebtedness, $512,500, issued to Twin City Rapid Transit Co.; dated 1893, due 1895 to 1898. These certificates are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Note.—$940,000 of the first consolidated mortgage bonds have been reserved in the hands of the trustee to redeem the company's prior liens.

Franchises.—The franchises of this company convey the exclusive and perpetual right to street railway operation in the city of Minneapolis.

Plant and Equipment.—Miles of main line 62.338, of second track 57.394, of sidings 2.641, total track (electric), 122.373; gauge, 4 ft. 8½ in.; 47 lb. to 78 lb. girder and T rail; 23 horses, 553 cars, of which 360 are motor cars, 190 are trail cars and 3 supply cars; 33 salters, 22 snow plows, 2 sweepers, 9 scrapers, 14 road wagons; Gen. Elec. dynamos and motors.

Officers.—Pres. Thos. Lowry, V. Pres. C. G. Goodrich, Treas. A. Z. Levering, Gen. Man. W. J. Hield, Audr. & Sec. J. F. Calderwood.

Directors.—Thomas Lowry, Clinton Morrison, Henry F. Brown, J. F. Calderwood, C. G. Goodrich, M. B. Koon, A. Z. Levering.

General Office, 200 3d Ave., N., Minneapolis.

Date of information, May, 1897. a z

For map of road see page 150.

St Paul City Railway Co.—Chartered Mar. 2, 1853.

Capital Stock, $5,000,000, owned by, and in the treasury of the Twin City Rapid Transit Co.

Funded Debt and Certificates, $5,810,500, as follows:

First mortgage and first consolidated mortgage 6 p. c. bonds, outstanding, $680,000; dated Oct. 1, 1882 and 1884, due 1932 and 1934, respectively; denom. $1,000; int. payable in gold Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cable consolidated mortgage 5 p. c. gold bonds, authorized, $5,500,000, issued, $3,618,000, in escrow (see Note), $680,000, in treasury, $1,202,000; coupon, but may be registered; dated Jan. 15, 1887, due 1937; denom. $1,000; int. payable in gold Jan. 15 and July 15, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. $1,138,000 of these bonds are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Debenture 6 p. c. gold bonds, $1,000,000, dated May 1, 1890, due 1900; denom. $1,000; int. payable in gold, May and Nov., at office of Farmers' Loan & Trust Co., of New York. $581,000 of these bonds are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

6 p. c. certificates of indebtedness, $512,500, issued to Twin City Rapid Transit Co., dated 1893, due 1895 to 1898. These certificates are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Note.—$680,000 of the cable consolidated mortgage bonds have been reserved by the Farmers' Loan & Trust Co. to redeem prior liens.

The unissued cable consolidated mortgage bonds now in the treasury may be issued and sold against the actual cash cost of new construction at a rate not exceeding $15,000 per mile of track.

Franchises.—The franchises of this company convey the exclusive and perpetual right of street railway operation in the city of St. Paul.

Plant and Equipment.—Miles of main line, 55.722; of second track, 41.682, of sidings, 2.102, total track, 99.506; operated by electricity, 93.632; by cable, 5.874; gauge 4 ft. 8½ in.; 40 lb. to 76 lb. Johnson girder and T rail; 22 horses; 380 cars, of which 217 are motor cars, 38 are cable cars and 125 trail cars; 15 snow plows, 12 road wagons, 18 salters, 7 sweepers; Allis engines, Gen. Elec. dynamos and motors.

Officers.—Pres. Thos. Lowry, V. Pres. C. G. Goodrich, Sec. A. Z. Levering, Treas. W. R. Merriam, Gen. Man. W. J. Hield, Audr. J. F Calderwood.

Directors.—Thomas Lowry, C. G. Goodrich, Clinton Morrison, A. Z. Levering, J. F. Calderwood.

General Office, 200 3d Ave., N. Minneapolis.

Date of information, May, 1897. a z

For map of road see page 150.

Please note date of information at end of each report.

St. Paul & Suburban Railway Co.—This company has acquired the property of the St. Paul & White Bear Ry. Co., which was sold by foreclosure of mortgage. The company's lines extend from St. Paul through North St. Paul to Wildwood, a summer resort owned by the company on White Bear Lake, and to Mahtomedi, a summer residence suburb, also on White Bear Lake. The company has a 50 year franchise from the city of St. Paul and owns its right of way outside of the city. The company does a large excursion and picnic business in the summer to Wildwood, which is five acres in area and is fitted up with a large, handsome casino, skating rink, roller coaster, bath houses, etc.

Capital Stock, authorized and issued, $37,900.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 10.59; gauge, 4 ft. 8½ in.; 50 lb. T rail; 13 cars, of which 9 are motor cars and 4 steam trail cars, 2 Baldwin locomotives; Ideal engines, 184 H. P. Babcock & Wilcox boilers, 240 H. P. engines, Gen. Elec. dynamos and motors.

Officers.—Pres. E. W. Peet, V. Pres. W. F. Peet, Sec. & Counsel, Ambrose Tighe.

Directors.—E. W. Peet, W. F. Peet, Ambrose Tighe, William Dawson, Jr., James R. Walsh.

General Office.—Manhattan Bldg, St. Paul.

Date of information, Apr., 1897. a z

MOBILE, ALA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Mobile is situated in southwestern Alabama, on the Mobile River, at its entrance to Mobile Bay. It is the capital of Mobile County.

Railroad and Steamboat Connections.—The Mobile & Birmingham R. R., Louisville & Nashville R. R., and Mobile & Ohio R. R. enter the city. Mobile has steamboat connections with gulf ports and also with points on the Mobile and other rivers.

Manufacturing and Commercial Interests.—A capital of about $1,450,000 is employed in the various manufacturing industries of the city, the principal productions being flour, lumber, foundry and machine shop products, vessels, saddlery and harness, tobacco and cigars. The city, from its position, is the natural outlet of a great cotton region, and is the third largest market of that staple in the United States.

Banking Capital.—There are now (1897) 1 national bank with a combined capital and surplus of $400,000; 1 state bank, with capital and surplus of $200,000, and 1 private bank. The total banking capital is $600,000.

	1880.	1890.	Latest.
Population	29,132[c]	31,076[c]	35,000[a d]
Area, in square miles	8	8	8
Population per square mile	3642	3885	4,500
Assessed Valuation.			
Real Estate (60% actual value) $	8,509,981	9,167,608	10,303,555[d]
Personal property $	4,481,814	4,805,725	4,252,872[d]
Total $	12,991,795	13,973,333	14,556,427[d]
" per cap $	446	450	.....
***Municipal Debt,** net $	2,267,213	2,267,213	2,264,292[d]
" " per cap $	78	73	.....
Tax Rate, per $1,000	.....	.....	13.50[d]
Manufacturing Interests. [c]			
No. of establishments	91	229	.....
Capital invested $	525,708	1,450,373	.....
" " per cap $	18	47	.....
No. of employes	704	2,331	.....
Wages per annum	261,643	857,660	.....
Cost of materials $	830,961	1,433,136	.....
Value of product $	1,335,579	2,872,017	.....
Banking Capital $	.....	.....	600,000[e]
" " per cap $	.....	.....	.....

*Including water debt, deducting sinking fund. [a] Local estimates. [b] 1894. [c] Census. [d] 1896. [e] 1897.

STREET RAILWAY SYSTEM—Present Companies.

Mobile Street Railroad Co.—Chartered 1892, as a successor to the Mobile Street Ry. Co., which was sold under foreclosure of mortgage in 1892.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, $350,000; coupon, but may be registered; dated May 1, 1893, due 1923; int. payable May and Nov., at office of National City Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Plant and Equipment.—Miles of track (electric) 20; gauge, 5 ft. 2½ in.; 45 lb. to 70 lb. T and girder rail; 40 cars, of which 20 are motor cars and 20 trail cars; McI. & S. engines, Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. J. C. Morris, V. Pres. F. J. Gasquet, Sec. R. B. Owen, Treas. & Gen. Man. R. Semmes, Ch. Eng. & Elecn. J. F. McAviney.

Directors.—J. C. Morris, William Agar, F. J. Gasquet, of New Orleans; James Stillman, and Lawrence Turnure, of New York; J. H. Masson, of Mobile; Louis Grunewald.

General Office, Canal and Royal Sts.

References.—Description of road, Vol. X, Apr., '93, p. 243 (ill.); Vol. X, Souv., '94, p. 36 (ill.).

Date of information, May, 1897. z

Mobile Light & Railroad Co.—Chartered Feb. 6, 1897, in perpetuity. This is a consolidation of the Mobile Light & Ry. Co. and the Mobile & Spring Hill Ry. Co., with additional mileage.

Capital Stock.—Common stock, authorized, $500,000, issued, $400,000; par value, $100 per share.

Funded Debt.—5 p. c. gold bonds, authorized, $400,000, issued, $350,000, in treasury for improvements, $50,000; dated 1897, due 1937.

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 45 lb. T rail; 3 horses, 42 cars, of which 29 are motor cars and 13 trail cars; 725 H. P. engines, 450 H. P. railway dynamos; Hamilton-Corliss engines, Stirling boilers, Gen. Elec. and West. dynamos and motors, Brill, Jones and Stephenson cars, Peckham and Brill trucks; approximate value real estate and building, $70,000; 6,000 incandescent lights, arc and motor circuits.

Officers.—Pres. & Gen. Man. J. H. Wilson, V. Pres. L. H. Rust, Sec. C. W. Chase, Ch. Engr. of Power Station, Jos. Maloney, Elecn. S. M. Coffin.

References.—Description of road, Vol. X, Apr., '93, p. 242 (ill.); Vol. X, Souv., '94, p. 36.

Date of information, May, 1897. a d z

MOHAWK, N. Y.

Population in 1880, 1,441, in 1890, 1806.

Herkimer, Mohawk, Ilion & Frankfort Electric Railway Co.—Chartered Feb., 1895, as a consolidation of the Herkimer & Mohawk Street R. R. Co., the Mohawk & Ilion Horse R. R. Co. and the Frankfort & Ilion Street Ry. Co. Annual meeting first Tuesday in Feb.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated July 1, 1895, due Jan. 1, 1926; denom. $1,000; int. payable Jan. and July, at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—The following report covers the combined operating reports of the Frankfort & Ilion Street Ry. Co., the Herkimer & Mohawk Street R. R. Co. and the Mohawk & Ilion Horse R. R. Co. for the three years ending June 30, 1892-93-94, and seven months to Feb. 1, 1895, and of the Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co. for five months to June 30, 1895.

Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Receipts from pass'rs...	$17,419	$18,622	$14,898	$18,858	$42,382
" other sources..	645	324	322	44	
" total.....	18,064	18,946	15,220	18,902	42,382
Operating expenses....	9,260	10,671	11,201	11,590	19,673
Earnings from op.....	8,804	8,275	4,019	7,312	21,708
Deduc. from earnings..	960	1,069	1,105	936	
Interest					7,171
Taxes.....					1,151
Net income.....	7,844	7,206	2,914	6,376	13,386
Dividends paid.....					6,000
To surplus account.....					7,386
Total surplus account...					12,330
P. c. op. exp. to to. rects.	51.2	56.3	73.5	61.3	45.9

Dividends paid 6 p. c. in 1896.

OPERATING EXPENSES.

Year ending June 30, 1896.	
General expenses	$ 2,811
Transportation expenses,	11,528
Maintenance of way and building	1,539
" " equipment	3,795
Total	$19,673

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road	$195,819	$225,667
" equipment	93,628	97,551
Cash assets	471	3,828
Open accounts	13,793	217
Materials and supplies	508	669
Bonds in treasurer's hands	25,000	
Total	$329,220	$327,932
LIABILITIES.		
Capital stock	$150,000	$150,000
Funded debt	150,000	150,000
Accrued interest		3,750
Accounts payable	24,276	11,852
Profit and loss (surplus)	4,944	12,330
Total	$329,220	$327,932

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 65 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; 400 H. P. station plant, Ball & Wood & Watertown engines, Gen. Elec. and West. dynamos, Gen. Elec. motors, American cars, Diamond trucks.

OFFICERS.—Pres. J. Ledlie Hees (Fonda), V. Pres. Addison B. Colvin (Glens Falls), Sec. & Treas. R. T. McKeever (Gloversville), Supt. J. A. Stewart, Elecn. C. D. Ferris, Ch. Engr. of Power Station Chester L. Gates.

DIRECTORS.—J. Ledlie Hees, Jacob Hees, J. W. Wilson, A. H. Mills, E. M. Richards, of Fonda; R. T. McKeever, of Gloversville; Addison B. Colvin, of Glens Falls; H. M. Golden, J. A. Stewart, of Mohawk.

GENERAL OFFICE, Mohawk.

Date of information, May, 1897. a b d z

MOLINE, ILL.

Population in 1880, 7,800, in 1890, 11,995.

Moline Central Street Railway Co.—Chartered Oct. 2, 1884. Annual meeting last Wednesday in Aug.

CAPITAL STOCK, authorized, $100,000, issued, $32,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $100,000; issued, $48,000; dated Nov. 1, 1889, due 1904; int. payable May and Nov., at office of company; trustee of mortgage, American Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 5, of road, 5; gauge, 4 ft. 8½ in.; 70 lb. Wharton girder rail; 8 cars, of which 4 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

OFFICERS.—V. Pres. L. S. McCabe, Sec. & Pur. Agt. E. H. Guyer, Treas. J. S. Gilmore, Supt. G. H. Moore.

DIRECTORS.—W. L. Velie, L. S. McCabe, W. E. Reck, E. H. Guyer, J. R. Kimball, J. B. Cornwall.

SECRETARY'S OFFICE, Rock Island, Ill.

Date of information, May, 1897. a z

MONONGAHELA CITY, PA.

Population in 1880, 2,904, in 1890, 4,906,

Monongahela City Street Railway Co.—Chartered Feb. 21, 1893; operation began Sept. 30, 1895.

CAPITAL STOCK, $15,000.

FUNDED DEBT.—None.

OPERATION.—For period from Sept. 30, 1895, to June 30, 1896.

Receipts from operation	$3,773
" other sources	75
" total	3,848
Operating expenses	2,965
Earnings from operation	883

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$14,180	Capital stock	$15,000
Cost of equipment	1,850	Current liabilities	1,030
Cash	883	Profit and loss (surplus)	883
Total	16,913	Total	$16,913

PLANT AND EQUIPMENT.—Miles of track (electric), 1.5; 1 motor car.

OFFICERS.—Pres. S. M. Downer (Monongahela), Sec. J. W. Lloyd (Pittsburgh), Treas. W. F. Lloyd (Pittsburgh).

DIRECTORS.—S. M. Downer, E. G. Acheson, Thomas Herrott, W. F. Lloyd, J. W. Lloyd.

Date of information, Nov., 1896. b

MONROE, MICH.

Population in 1880, 4,930, in 1890, 5,258, in 1897, 6,500.

Monroe, Dundee & Lake Erie Railway Co.—Chartered Mar. 26, 1896, to build an electric railway from Lake Erie, at Monroe Piers, a summer resort and beach, to Monroe City, a distance of 5 miles; thence northwest to Dundee, a distance of 15 miles. Liberal franchises have been granted this company and contracts are to be let soon.

CAPITAL STOCK, $400,000.

OFFICERS.—Pres. W. H. Cowles, V. Pres. Wm. L. Johnson, Sec. F. G. Strong, Treas. V. Field, Audr. O. B. Marx.

DIRECTORS.—W. H. Cowles, Wm. L. Johnson, V. Field, O. B. Marx, Geo. A. Marr, of Detroit, Mich.; F. G. Strong, A. B. Bragdon, of Monroe, Mich.

GENERAL OFFICE, Monroe, Mich.

Date of information, Apr., 1897. z

MONTAGUE, MASS.

Population in 1880, 4,875, in 1890, 6,296.

Montague Street Railway Co.—This company commenced operation June 24, 1895. On June 1, 1896, the property and franchises of this company were purchased by the Greenfield & Turner's Falls Street Ry. Co. (which see).

Date of information, May, 1897. a z

MONTEREY, CAL.

Population in 1880, 1,396,in 1890, 1,662.

Monterey & Pacific Grove Street Railway & Electric Power Co.—Chartered Aug. 12, 1890, for fifty years.

CAPITAL STOCK, authorized, $180,000, issued, $96,240; par value, $30 per share.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 3 ft. 6 in.; 20 lb. T rail; 45 horses, 8 horse cars, Fitzgerald cars.

OFFICERS.—Pres. O. S. Trimmer, V. Pres. H. A. Greene, Sec. & Gen. Man. J. Malarin, Treas. J. S. Metteer, Supt. A. J. Haynes.

REFERENCE.—Sale, Vol. IX, Jan., '93, p. 52.

Date of information, Apr., 1894.

MONTGOMERY, ALA.

Population in 1880, 16,713, in 1890, 21,883.

Montgomery Street Railway Co.—Chartered 1893, in perpetuity. This is a consolidation, in 1893, of the Montgomery Terminal Street Ry. Co. and the Cloverdale Street R. R. Co.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $350,000, issued, $290,000; dated 1893, due 1923; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. The unissued bonds may be sold at the company's discretion.

OPERATION.—Years ending Dec. 31, 1894.	1895.	1896.
Gross receipts	$35,216	$50,645	$57,291
Operating expenses	21,724	27,915	27,857
Earnings from operation	13,492	22,730	29,434

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 51½ lb. to 84 lb. T and girder rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, own cars; rent power from light company.

OFFICERS.—Pres. J. W. Dimmick, Sec. J. C. Virden, Treas. G. W. Craik, Gen. Man. Pur. Agt. & Elecn. R. F. Scott.

GENERAL OFFICE, 21 Dexter Ave.

REFERENCES.—Description of road, Vol. X, Apr. '94, p. 240 (ill.); (brief), Vol. X, Souv., '94, p. 34; receivership, Vol. IX, Apr., '93, p. 209.

Date of information, May, 1897. d z

Montgomery Suburban Street Railway Co.—Chartered Jan., 1896, as the successor to the West End & Riverside Park Electric Street Ry. Co., whose property was sold under foreclosure of mortgage on July 1, 1895, to Alex. Troy, representing the bondholders. In 1897, this road was sold to the Mobile & Ohio R. R. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; West. engines, West. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. Alex. Troy, Treas. Robt. Woolfolk, Man. pro tem., J. S. Keyton.

GENERAL OFFICE, West End.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 479 (ill.); (brief), Vol. X, Apr., '94, p. 240; Vol. X, Souv., '94, p. 34.

Date of information, Apr., 1897. y

MONTREAL, CAN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Montreal is located in the southern part of the province of Quebec, on the south side of the Island of Montreal, in the St. Lawrence River. It is the commercial metropolis of the Dominion of Canada.

Population.—The population in 1881 was 155,237, in 1891, 216,650, an increase of 40 per cent., and in 1897, 250,000.

Railroad and Steamship Connections.—The Grand Trunk R. R., Boston & Maine R. R., N. Y. Central R. R., Delaware & Hudson R. R., Central Vermont R. R. and the Canadian Pacific R. R. enter the city, which also has steamship connections with the other important Canadian ports.

Manufacturing Interests.—The manufactures include hardware tools, agricultural implements, locomotives, steam engines, boilers, printing presses, sewing machines, musical instruments, carriages and sleighs, corn brooms, woodenware, glass, paints and drugs, india rubber goods, paper, rope, types, pins, tobacco, cotton and woolen goods, boots and shoes, etc.

STREET RAILWAY SYSTEM—Present Companies.

Montreal Street Railway Co.—Chartered May 18, 1861. Annual meeting in November.

Franchises.—Municipal franchises granted in 1892, expire in 1922.

Capital Stock, authorized, $5,000,000, issued, $4,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $2,500,000, issued, $300,000; coupon but may be registered; dated Mar. 1, 1888; due 1908; denom. $500; int. payable Mar. and Sept. at office of Bank of Montreal, of London, Eng.; trustee of mortgage, Montreal Safe & Deposit Co., of Montreal.

Second mortgage 4½ p. c. bonds, authorized and issued, $700,000; coupon, but may be registered; dated Aug. 1, 1891, due 1922; denom. $500; int. payable Feb. and Aug. at office of Bank of Montreal of London, Eng.; trustee of mortgage, Montreal Safe & Deposit Co., of Montreal.

Operation.—The following report is for horse operation in 1891–2, and for horse and electric operation in 1892–3, and electric operation in 1894-5.

Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Total receipts.....	$564,407	$ 750,752	$ 896,091	$1,102,778	$1,265,898
Op. exp. & taxes..	466,645	593,042	637,668	652,812	710,865
Earn. from oper...	97,762	157,710	258,423	449,966	555,033
Deduc. from earn.					
Int. on bonds...	14,600	14,631	14,707	} 98,617	} 92,927
Franchise chg's.		28,366	31,442		
Net income.....	83,162	116,033	214,021	351,349	462,106
Dividends paid....	71,096	113,547	176,667	275,333	360,000
To surplus acct....	12,066	2,486	37,354	76,016	102,107
Total surpl's acct..	45,796	42,649	65,644	98,586	200,693
P. c. oper. exp. to total receipts....	82.68	79.00	71.16	59.20	56.48
Stock rec. divid's..	900,000	2,000,000	3,000,000	3,441,667	4,000,000

Dividends paid, in 1896, 9 p. c.

Balance Sheet.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$2,444,504	$2,614,435	$2,706,976
" equipment.....	1,264,738	1,472,037	1,650,695
Real estate and bldgs.....	756,456	844,981	1,111,361
Cash assets.....	91,052	376,755	35,572
Other assets.....	60,451	40,557	26,218
Accounts receivable.....	68,813	16,725	14,971
Total.....	$4,686,014	$5,365,491	$5,545,793
LIABILITIES.			
Capital stock (paid in).....	2,993,510	3,993,845	$4,000,000
Funded debt.....	973,333	973,333	973,333
Mortgages.....		5,222	5,222
Accounts and wages payable..		87,974	68,016
Interest.....		47,314	57,055
Dividends payable.....		142,000	200,000
Other liabilities.....	653,526	17,216	41,474
Profit and loss (surplus).....	65,644	98,586	200,693
Total.....	$4,686,014	$5,365,491	$5,545,793

Plant and Equipment.—Miles of track (electric), 82; gauge, 4 ft. 8½ in.; 56 lb. and 72 lb. grooved girder and T rail; 390 cars, of which 290 are motor cars and 100 trail cars; 7,800 H. P. station plant; Laurie engines, Babcock & Wilcox and Daniel Adamson (Lancashire, Eng.) boilers, Gen. Elec. and West. dynamos and motors, various cars, Blackwell trucks.

Officers.—Pres. L. J. Forget, V. Pres. & Man. Director James Ross, Man. Pur. Agt. & Ch. Engr. G. C. Cuningham, Supt. Duncan McDonald, Elecn. H. R. Lockhart, Ch. Engr. of Power Station Walter Alexander.

Directors.—L. J. Forget, James Ross, K. W. Blackwell, Granville C. Cunningham, F. C. Henshaw.

General Office, 574 Craig St.

References.—Description of road, Vol. X, Sept., '94, p. 573 (ill.); description of track construction, Vol. IX, Dec., '93, p. 787 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. X, Apr., '93, p. 274; increase of bonds, Vol. IX, Oct., '93, p. 697; annual report, Vol. IX, Nov., '93, p. 777; Vol. IX, Dec., '93, p. 842; general information, Vol. VIII, Oct., '92, p. 606; details of re-equipment, Vol. IX, Oct., '93, p. 697; description of road, Vol. XI, Souv., '95, p. 11 (ill.); power station records, Vol. XI, Dec. '95, p. 791; description of road (brief), Vol. XII, Oct., '96, p. 607; annual report (brief), Vol. XII, Dec., '96, p. 790.

Date of information, Mar., 1897. a d

For map of road see page 155.

Montreal Park & Island Railway Co.

Capital Stock, authorized, $1,000,000, issued, $360,000.

Funded Debt, $328,000.

Plant and Equipment.—Miles of track (electric), 37; gauge, 4 ft. 8½ in.; 56 lb. T rail; 21 cars, of which 20 are motor cars and 1 trail car; Robb engines, Royal and West. dynamos and motors, Brill, Rathbun, Larivière, Patterson & Corbin and Crossen cars.

Officers.—Pres. Herbert Holt, V. Pres. J. R. Thibaudeau, Sec. Gen. Man. Pur. Agt. & Engr. Henry Holgate, Treas. W. Strachan.

Directors.—J. R. Thibaudeau, Louis Beaubien, D. Morrice, M. H. Holt, A. A. Thibaudeau, W. Strachan, W. J. Morrice.

General office, A1 Place d'Armes Hill.

References.—Description of road, Vol. XI, Souv., '95, p. 22; power station problem, Vol. XII, June, '96, p. 358.

Date of information, May, 1897. d z

MOUNT CLEMENS, MICH.

Population in 1880, 3,057, in 1890, 4,742.

Mount Clemens Street Railway Co., Ltd.—This company has been consolidated with the Mount Clemens & Lake Side Traction Co. (which see).

Date of information, Sept., 1896.

Mount Clemens & Lake Side Traction Co.—This is a consolidation (in 1896) of the Mount Clemens & Lake Side Traction Co. and the Mount Clemens Street Ry. Co., Ltd.

CAPITAL STOCK, authorized, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 60 lb. T and grooved girder rail; 6 motor cars; Fischer engines and boilers, Walker dynamos and motors, New Castle cars.

OFFICERS.—Pres. Fr. Ruoff, V. Pres. M. Slush, Sec. W. C. Gundlefinger, Treas. G. A. Skinner.

Date of information, Sept., 1896. d

MOUNT HOLLY, N. J.

Mount Holly Street Railway Co.—Annual meeting first Friday in Nov.

CAPITAL STOCK, authorized, $10,000, issued, $9,750.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts.....	$2,164	$1,970	$1,824	$1,805	$1,553
Oper'g exp. and fixed charges	1,936	1,818	1,836	1,739	1,516
Net income.....	228	152	* 12	66	37

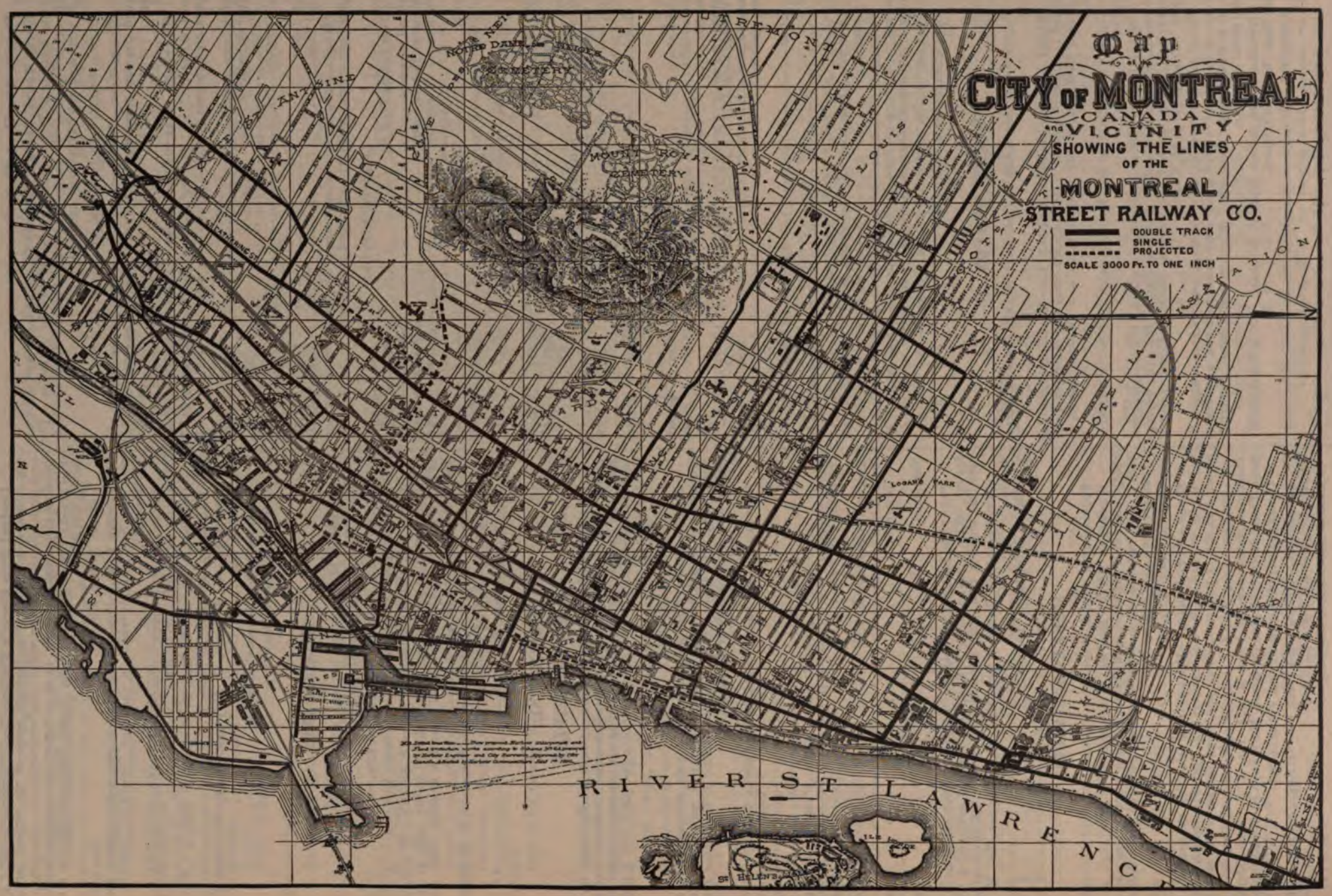
*Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 5 ft. 2 in.; 3 horses, 4 horse cars.

OFFICERS.—Pres. Amos Gibbs, Sec. & Treas. Clarence H. Polhemus, Supt. Chas. K. Chambers.

DIRECTORS.—Amos Gibbs, Joseph Cross, Mark R. Sooy, Samuel H. Chambers, John D. Johnson, Robert S. Gaskill, Clarence H. Polhemus.

Date of information, May, 1897. z


Map
CITY OF MONTREAL
CANADA
and VICINITY
SHOWING THE LINES
OF THE
MONTREAL
STREET RAILWAY CO.
DOUBLE TRACK
SINGLE
PROJECTED
SCALE 3000 Ft. TO ONE INCH
MOUNT ROYAL CEMETERY
NOTRE DAME DES NEIGES CEMETERY
ST LOUIS
LOGAN'S FARM
RIVER ST LAWRENCE

MOUNT VERNON, N. Y.

Population in 1880, 4,586, in 1890, 10,830.

North Mount Vernon Railway Co.—Chartered Apr. 20, 1892. Annual meeting in July. This road is not now in operation. The city authorities claim that the franchise has been forfeited and they have instituted quo warranto proceedings.

CAPITAL STOCK, authorized, $20,000, issued, $17,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $17,000, issued, $15,900; dated Oct. 1, 1893, due 1898; int. payable Oct. and Apr.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Gross receipts	$1,800	$1,330	$1,078
Operating expenses	3,300	1,455	4,115
Deficit from operation	1,500	125	3,037
Other deductions.			
Taxes	15	122	525
Interest	585	885	1,921
Net deficit	2,100	1,132	5,483
Total deficit	2,100	2,404	*19,867

*$11,981 of the total deficit was caused by installation of the storage battery system which was afterward abandoned.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 129	$1,267
Transportation expenses	972	1,926
Maintenance of way and buildings	129	911
" " equipment	225	11
Total	$1,455	$4,115

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$18,082	$15,585	$15,585
" equipment	720	3,248	3,486
Cash	22	279	1,008
Expended for storage battery system which was abandoned	11,981	11,981	11,981
Profit and loss (deficit)		2,404	7,886
Total	$30,835	$33,496	$39,946
LIABILITIES.			
Capital stock	$17,000	$17,000	$17,000
Funded debt	13,000	15,900	17,000
Interest	585		525
Loans			2,500
Dividends unpaid		474	
Taxes unpaid		122	
Open accounts	250		2,921
Total	$30,835	$33,496	$39,946

PLANT AND EQUIPMENT.—Miles of track (horse), 2.1; gauge, 4 ft. 8½ in.; 66 lb. steel rail; 8 horses, 2 horse cars.

OFFICERS.—Pres. Theo. F. Nesbitt, Sec. G. G. Y. Winship, Treas. H. Loomis.

DIRECTORS.—H. Loomis, Theo. F. Nesbitt, G. G. Y. Winship, J. A. Deering, J. L. Huggins, Robt. M. Van Arsdale, R. J. Morrison, J. N. Butterly, William Marshall, S. G. Bayne, B. A. Greene.

GENERAL OFFICE, 15 Depot Place, Mt. Vernon, N. Y.

Date of information, Dec., 1896. b

MOUNT VERNON, O.

Population in 1880, 5,249, in 1890, 6,027, in 1896, (local estimates) 8,000.

Mount Vernon Electric Railway Co.—Municipal franchise granted 1894, for 25 years. This company owns and manages Lake Hiawatha Park, one of the finest summer and pleasure resorts in Ohio.

CAPITAL STOCK, authorized, $400,000, issued, $75,000, in treasury, $325,000.

FUNDED DEBT.—First mortgage 6 p. c. currency bonds authorized and issued, $30,000, outstanding, $24,000; coupon, but may be registered; int. payable at the Knox National Bank, of Mount Vernon; trustee of mortgage, J. M. Ewalt.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 cars, of which 4 are motor cars and 4 trail cars; 300 H. P. station plant; Gen. Elec. dynamos and motors, Barney & Smith cars.

OFFICERS.—Pres. & Gen. Man. P. B. Chase, Sec. & Treas. D. K. Bird, Supt. W. B. Wilkinson.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, May, 1897. a z

NEW CORPORATION.

Central Ohio Electric Railway Co.—Chartered to build electric railways in central Ohio, through some of the richest farming and fruit districts in the state, also containing an abundance of building stone, etc. As soon as the company can place its bonds, it will begin constructing a line from Mount Vernon to Marion, a distance of 46 miles.

CAPITAL STOCK, $725,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, issued, $200,000; due, Nov. 1, 1915; trustee of mortgage, Cleveland Trust Co., of Cleveland, O.

PLANT AND EQUIPMENT.—(Contemplated) Miles of track (electric), 46; gauge, 4 ft. 8½ in.; 60 lb. rail.

OFFICERS.—Pres. & Gen. Man. F. W. Jones, V. Pres. J. J. Henry, Sec. D. E. Sapp, Treas. G. A. Jones, Jr.

DIRECTORS.—G. A. Jones, G. A. Jones, Jr., F. W. Jones, J. J. Henry, D. E. Sapp.

GENERAL OFFICE, Mount Vernon, O.

Date of information, May, 1897. a z

MUNCIE, IND.

Population in 1880, 5,219, in 1890, 11,345, in 1895, 22,400.

The Citizens' Street Railway Co.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT, authorized, $300,000, issued, $240,000.

PLANT AND EQUIPMENT—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 48 lb. to 86 lb. T and 86 lb. Johnson girder rail; 31 cars, of which 26 are motor cars and 5 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. J. S. Talley, Sec. & Treas. G. F. McCulloch, Supt. & Pur. Agt. E. D. DuBois.

Date of information, May, 1897. d z

MUSCATINE, IA.

Population in 1880, 8,295, in 1890, 11,454.

Muscatine Electric Railway Co.—Chartered Feb. 1893, for 25 years. This is a consolidation of the Muscatine Street Ry., and the Muscatine Electric Light & Power Co. It now operates a street railway, two electric light and power plants, a gas plant and a steam heating plant.

CAPITAL STOCK, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000; coupon, but may be registered; dated Nov. 1, 1893, due 1903-1913; int. payable at office of Manhattan Trust Co., of New York, trustee of mortgage.

OPERATION.—The latest reports received are as follows:

	Year ending Mar. 31, 1894.	9 mos. ending Dec. 31, 1894.
Total receipts	$41,462	$34,041
Operating expenses	25,391	22,184
Earnings from operation	16,071	11,857
Deduction from earnings.		
Interest	9,000	6,750
Net income	7,071	5,107

PLANT AND EQUIPMENT.—Miles of track (electric), 7.25; gauge, 4 ft. 8½ in.; 48 lb. T rail; 9 cars, of which 6 are motor cars and 3 trail cars; Ide engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Pres. Treas. & Gen. Man. W. A. Seevers, Sec. M. E. Seevers.

Date of information, Apr., 1897. z

MUSKEGON, MICH.

Population in 1880, 11,262, in 1890, 22,702.

Muskegon Street Railway Co.—Chartered Jan., 1897, as a reorganization of the Muskegon Ry. Co., whose property was sold on Jan. 5, 1897, under foreclosure of the second mortgage to the holders of the first mortgage bonds.

CAPITAL STOCK, $225,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 30 lb. and 38 lb. T and girder rail; 33 cars, of which 18 are motor cars and 15 trail cars; Short and West. dynamos and motors.

OFFICERS.—Pres. John L. Crosby (Bangor, Me.), V. Pres. Weston Thompson (Brunswick, Me.), Sec. & Man. Dir. F. A. Nims (Muskegon), Treas. Herbert Payson (Portland, Me,), Supt. F. W. Thompson

GENERAL OFFICE, Michigan and Franklin Sts.

REFERENCES.—Description of road, Vol. VI, Aug., '90, p. 384 (ill.); receivership, Vol. XI, Feb., '95, p. 124.

Date of information, May, 1897. z

Lake Harbor Railroad.—This road has been abandoned.

Date of information, May, 1897. z

NANTICOKE, PA.

Population, 1880, 3,884, in 1890, 10,044, in 1897, 14,000.

People's Street Railway Co.—Chartered Sept., 1894, to build a railway 10 miles long to connect Nanticoke, Glen Lynn and Wanamie.

CAPITAL STOCK, $100,000.

FUNDED DEBT, issued, $100,000.

OPERATION.—Year ending June 30, 1896.

Gross receipts	$12,469
Operating expenses	5,814
Earnings from operation	6,655
Deductions from earnings.	
Interest	975
Taxes	68
Other deductions	5,152
Net income	460

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$151,730	Capital stock	$100,000
" equipment	40,000	Funded debt	80,000
Cash	528	Interest	3,210
Material and supplies	376	Loans and interest	11,965
Profit and loss (deficit)	8,889	Accounts payable	6 348
Total	$201,523	Total	$201,523

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 5 cars, of which 4 are motor cars and 1 trail car.

OFFICERS.—Pres. K. M. Smith, Sec. & Treas. R. H. Conover.

DIRECTORS.—Geo. T. Morgan, W. F. Ford, I. A. Kelsey, Chas. Darrow.

Date of information May, 1897. b z y

NANTUCKET, MASS.

Population in 1880, 3,727, in 1890, 3,268. Nantucket has a summer population of from 20,000 to 25,000.

Siasconset Street Railway Co.—This road is not yet in operation.

CAPITAL STOCK, authorized, $100,000, issued, $30,000.

FUNDED DEBT, authorized, $100,000.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$12,098	Capital stock	$30,000
" equipment	1,376	Current liabilities	1,409
Profit and loss (deficit)	17,935		
Total	$31,409	Total	$31,409

PLANT AND EQUIPMENT.—Miles of track (horse), 2, of road, 2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 16 horses, 2 horse cars.

OFFICERS.—Pres. H. H. Pratt, Treas. J. F. Simmons, Sec. & Gen. Man. T. G. Macy.

GENERAL OFFICE, 1010 Exchange Bldg., Boston, Mass.

Date of information, May, 1897. b z

NASHUA, N. H.

Population in 1880, 13,397, in 1890, 19,311.

Nashua Street Railway.—Chartered Aug. 14, 1885.

CAPITAL STOCK, authorized, $325,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $150,000; dated Apr. 1, 1891, due 1911, subject to call Apr. 1, 1901; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Nashua Trust Co., of Nashua, N. H., trustee of mortgage.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$30,829	$26,639	$26,301	$53,076
" other sources	1,544	356	536	564
" total	32,374	26,995	26,840	53,640
Operating expenses	29,894	31,142	28,164	43,067
Earnings from operation	2,480	*4,147	*1,324	10,573
Deductions from earnings.				
Taxes	55		75	56
Interest on notes		2,846	2,065	97
Coupons on bonds		5,985	6,015	8,750
Other deductions		11,259	10,183	12,518
Net income	2,425	*24,237	*19,662	*10,848
Dividends paid	1,000	245		
To surplus account,	1,425	*24,482	*19,662	*10,848
Total surplus account	7,957	*16,525	*36,187	*47,034

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1894.	1895.	1896.
General expenses	$ 5,448	$ 2,522	$ 4,641
Maintenance of way and buildings	541	542	1,670
" " equipment	3,093	2,683	1,795
Transportation expenses	22,060	22,417	34,961
Total	$31,142	$28,164	$43,067

STATISTICS OF TRAFFIC.

Year ending June 30,	1894.	1895.	1896.
Passengers carried	560,901	546,013	954,333
Car miles run	182,312	174,200	400,353
Total receipts per car mile	$.148	$.154	$.134
Operating expenses per car mile	.171	.162	.108

BALANCE SHEET.—Dated June 30,

	1893.	1894.	1895.	1896.
ASSETS.				
Construction	$95,183	$101,082	$138,258	$294,422
Equipment	36,583	39,377	39,348	60,714
Land and buildings	21,675	21,675	21,702	37,911
Cash and cash assets	2,852	3,000	5,206	8,374
Material and supplies				1,275
Other assets				2,528
Profit and loss (deficit)		16,525	36,187	47,034
Total	$156,293	$181,659	$240,701	$452,257
LIABILITIES.				
Capital stock	$20,000	$20,000	$ 23,100	$250,000
Funded debt	100,000	100,000	100,000	150,000
Unfunded debt	28,336	61,659	*117,601	49,912
Accrued interest				2,345
Profit and loss (surplus)	7,957			
Total	$156,293	$181,659	$240,701	$452,257

*Borrowed in anticipation of new capital stock and bond issue and paid in July, 1895, when new issue was made.

PLANT AND EQUIPMENT.—Miles of track, 14.96; operated by electricity, 14,46; by horses, .50; gauge, 4 ft. 8½ in.; 48 lb. T and 84 lb. girder rail; 4 horses, 33 cars, of which 10 are horse cars and 23 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. J. D. Chandler, V. Pres. August Fels, Auditor D. D. Bartlett, Sec. Miles F. Brennan, Clerk John P. Goggin, Treas. Percy Parker, Gen. Man. P. F. Sullivan, Supt. P. T. Begley.

DIRECTORS.—John A. Fisher, John D. Chandler, August Fels, E. A. Smith, Percy Parker, E. M. Tucke, Miles F. Brennan.

GENERAL OFFICE, 85 Kinsley St.

Date of information, Apr., 1897. a b z

NASHVILLE, TENN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Nashville is situated in the central part of Tennessee on the Cumberland River. It is the capital of Tennessee and of Davidson County.

Railroad Connections.—The Louisville & Nashville R. R., and the Nashville, Chattanooga & St. Louis R. R., with all their branches, enter Nashville.

Manufacturing Interests.—A capital of about $9,500,000 is employed in the various manufacturing industries of the city, the principal productions being carriages and wagons, cotton goods, iron goods, furniture, lumber, flour, saddlery and confectionery.

Banking Capital.—There are now (1897) 3 national banks, with a combined capital and surplus of $2,939,200; 1 state bank, with capital and surplus of $156,415; 2 trust companies, with capital and surplus of $518,000. The total banking capital is $3,613,615.

	1880.	1890.	Latest.
Population	43,350c	76,168c	90,000a
Assessed Valuation.			
Real estate (50% actual value)	$.....	24,079,400	28,496,870a
Personal property	$.....	9,486,325	7,168,900a
Total	$ 13,336,760c	33,565,725c	35,665,770a
" per cap	$ 308	441	.....
***Municipal Debt**, net	$ 1,606,200c	2,727,871c	3,337,700f
" " per cap	$ 37	36	.....
Tax Rate, per $1,000	$.....	.....	15.00a
Manufacturing Interests. c			
No. of establishments	268	389	.....
Capital invested	$ 3,892,380	9,166,626	.....
" " per cap	$ 90	120	.....
No. of employes	4,791	7,434	10,000d
Wages per annum	$ 1,312,765	3,318,961	.....
Cost of materials	$ 5,312,527	7,727,010	.....
Value of product	$ 8,597,278	13,673,730	.....
Banking Capital	$.....	.....	3,613,615f
" " per cap	$.....	.....	.....

*Including water debt, no sinking fund. a Local estimates. c Census. d 1895. e 1896. f 1897.

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Present Companies.

Nashville Street Railway.—Chartered in Apr., 1894, to purchase the property and franchises of the United Electric Ry. (chartered Jan. 18, 1890, as a consolidation of the City Electric Ry. Co., the Nashville & Edgefield R. R. Co., the McGavock & Mt. Vernon Horse R.R. Co. and the South Nashville Street R. R. Co.), which was sold on Apr. 18, 1894, under foreclosure of mortgage.

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued $484,000, in escrow (see Note), $1,516,000; dated Jan. 1, 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of Mechanics' National Bank, of New York.

McGavock & Mt. Vernon Horse R. R. Co.'s first mortgage 6 p. c. bonds, $150,000; dated Oct. 1, 1883, due 1913; int. payable Feb. and Aug.

First mortgage (on Summer Street Line) 6 p. c. bonds, $65,000; dated July 1, 1886, due 1926; int. payable Jan. and July.

Second series 6 p. c. bonds, $485,000; dated July 1, 1887, due 1937; int. payable Jan. and July.

Second mortgage 6 p. c. bonds, $200,000; dated Oct. 1, 1889, due 1919; int. payable Apr. and Oct.

Nashville & Edgefield R. R. Co.'s first mortgage 6 p. c. bonds, $126,000; dated Jan. 1, 1886, due 1917; int. payable Jan. and July.

Consolidated mortgage 6 p. c. bonds, authorized, $400,000; issued, $274,000; in escrow to retire first mortgage bonds, $126,000; dated Jan. 1, 1890, due 1929; int. payable Jan. and July.

South Nashville Street R. R. Co.'s first mortgage 6 p. c. bonds, $216,000; dated July, 1884, due 1914; int. payable Jan. and July.

Note.—$1,516,000 of the first mortgage bonds are held in escrow to retire the securities of constituent companies.

Franchises.—Municipal franchises perpetual and exclusive on streets occupied.

Operation.—Year ending Apr. 30, 1894.	1895.	1896.
Total receipts	$301,470	$311,896	$322,566
Operating expenses	197,513	186,369	182,761
Earnings from operation	103,957	125,527	139,805

Plant and Equipment.—Miles of track (electric), 49; gauge, 5 ft.; 35 lb. to 80 lb. girder and T rail; 92 motor cars; Phœnix I. W. engines, Gen. Elec. motors, Brill and Pullman cars; company rents power from Union Light & Power Co.

Officers.—Pres. Thomas M. Steger, V. Pres. L. D. Tyson, Sec. & Treas. N. P. Yeatman, Gen. Man. E. G. Connette.

Directors.—Wm. H. Jackson, T. M. Steger, Nathaniel Baxter, Jr., L. D. Tyson, D. S. Williams, J. C. Bradford, A. H. Robinson.

General Office, Transfer Station, Nashville.

References.—NASHVILLE STREET RAILWAY.—Description of road, Vol. X, Souv., '94, p. 57; increase of bonds, Vol. XI, Feb., '95, p. 124. UNITED ELECTRIC RAILWAY.—Receivership, Vol. X, Feb., '94, p. 145; annual report, Vol. X, Jan., '94, p. 78.

Date of information, May, 1897. a z y

Citizens' Rapid Transit Co.—Chartered July 29, 1889. This company operates the Nashville Electric Ry.

Capital Stock, authorized and issued, $18,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c gold bonds, authorized, $100,000, issued, $60,000; dated July 1, 1890, due 1910; int. payable Jan. and July, at office of Trust Company of North America, Philadelphia.

Plant and Equipment.—Miles of track (electric), 10.18; gauge, 4 ft., 11¼ in.; 40 lb. and 45 lb. T and girder rail; 13 motor cars; Allis-Corliss engines, Gen. Elec. dynamos and motors, Stephenson and Brill cars; rent power.

Officers.—Pres. Chas. Flisher, Sec. T. O. Price, Treas. Supt. & Elecn. J. K. Spicer.

Directors.—C. Flisher, N. Farrell, J. K. Spicer, W. E. Stiger, E. L. More.

General Office, 418 Cedar St.

Date of information, Dec., 1896. d

Nashville & Suburban Railway Co.—Chartered 1896, as the successor to the Nashville Traction Co., whose property was sold under foreclosure of mortgage, in Mar., 1896.

Capital Stock.—New issue unknown.

Funded Debt.—New issue unknown.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 11¼ in.; 60 lb. T and girder rail; 15 cars, of which 10 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, American and St. Louis cars.

Officers.—Pres. Wm. Checkley Shaw, V. Pres. Baxter Smith, Sec. & Treas. A. F. Sherwood, Supt. & Elecn. O. B. Stone.

Date of information, May, 1897. d z

NATCHEZ, MISS.

Population in 1880, 7,058, in 1890, 10,102, in 1894 (local estimates), 13,000.

Natchez Street Railroad Co.

CAPITAL STOCK, authorized, $100,000, issued, $25,000; par value, $100 per share.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. to 52 lb. girder, flat and T rail; 20 horses, 4 horse cars.

OFFICERS.—Pres. Pur. Agt. & Supt. Maurice Moses, Sec. & Treas. A. Moses.

GENERAL OFFICE, Natchez Savings Bank Bldg., corner Main and Pearl Sts.

Date of information, May, 1897. a z

Bluff City Railroad Co.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track, 2, of which 800 ft. is double track incline plane; gauge, 6 ft. 2 in., incline, 3 ft. 6 in. remainder; 5 horses, 24 cars; 4 engines.

OFFICERS.—Pres. S. E. Rumble, V. Pres. R. F. Learned, Sec. & Treas. Theo. V. Wensel, Gen. Man. & Supt. J. C. Monteith.

GENERAL OFFICE, Main and Broadway.

Date of information, May, 1897. a z

NATICK, MASS.

Population in 1880, 8,479, in 1890, 9,118.

South Middlesex Street Railway Co.—This company operates lines extending from South Natick to Natick, South Framingham, Ashland and Hopkinton.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; due 1915.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$17,483	$27,121	$25,073	$41,995	$51,009
Operating expenses	11,639	20,628	19,037	29,465	34,548
Earnings from operation	5,844	6,493	6,036	12,530	16,460
Deductions from earnings	53	2,745	4,013		
Interest				5,788	8,198
Taxes				1,234	1,673
Other deductions				500	325
Net income	5,791	3,748	2,023	5,008	6,264
Dividends paid		1,800	6,300	2,500	4,000
To surplus account		1,948	*4,277	2,508	2,264
Total surplus account	5,791	7,739	3,462	5,639	2,221

*Deficit.

DIVIDENDS.—In 1893, 3 p. c.; in 1894, 10.5 p. c. on $60,000; in 1895, 2½ p. c.; in 1896, 4 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 4,407	$ 6,614
Transportation expenses	20,246	21,758
Maintenance of way and buildings	2,807	3,827
" " equipment	2,005	2,349
Total	$29,465	$34,548

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	847,927	1,016,782
Car miles run	182,701	249,277
Gross receipts per car mile	$.230	$.205
Operating expenses per car mile	.161	.138

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 84,031	$140,654	$141,950
" equipment	37,891	50,273	55,261
Other permanent investments	7,063	52,349	52,685
Cash and current assets	2,803	2,958	2,834
Other assets		685	3,508
Total	$131,788	$246,920	$256,239
LIABILITIES.			
Capital stock	$ 68,500	$100,000	$100,000
Funded debt		10,000	100,000
Floating debt	59,826	130,966	51,368
Accrued liabilities		315	2,650
Profit and loss (surplus)	3,462	5,636	2,221
Total	$131,788	$246,920	$256,239

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric) 13.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 16 motor cars; Gen. Elec. and Short dynamos and motors, Newburyport, Jackson & Sharp, Massachusetts and Briggs cars.

OFFICERS.—Pres. W. B. Ferguson, Sec. & Treas. J. J. Valentine, Supt. A. F. Mars, Elecn. J. W. Sullivan.

DIRECTORS.—W. B. Ferguson, J. J. Valentine, G. A. Bridges, F. Bigelow, S. A. Sweetland, H. H. Whitney, J. M. Fiske.

GENERAL OFFICE, South Framingham, Mass.

Date of information, May, 1897. b z

Natick & Cochituate Street Railway Co.—Chartered May, 1885. Annual meeting second Monday in May.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$13,391	$14,265	$13,494	$20,292	$38,040
Operating expenses	9,478	10,745	10,000	12,961	29,784
Earnings from oper.	3,913	3,520	3,494	7,331	8,256
Deductions from earn.	542	482	644	721	702
Net income	3,370	3,038	2,850	6,609	7,554
Dividends paid		1,866	1,866	2,933	5,000
To surplus account		1,172	984	3,676	2,554
Total surplus account	7,221	8,393	1,682	5,358	7,762

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 1,997	$ 3,198
Transportation expenses	8,524	16,152
Maintenance of way and buildings	2,237	4,335
" " equipment	204	6,098
Total	$12,961	$29,784

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	398,061	754,408
Car miles run	76,740	189,767
Gross receipts per car mile	$.265	$.200
Operating expenses per car mile	.170	.157

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$25,425	$ 69,743	$ 69,743
" equipment	11,666	26,666	26,666
Other permanent investments	4,220	9,220	9,220
Cash and current assets	172	769	3,633
Total	$41,482	$106,398	$109,262
LIABILITIES.			
Capital stock	$31,100	$100,000	$100,000
Floating debt	8,700	1,040	1,500
Profit and loss (surplus)	1,682	5,358	7,762
Total	$41,482	$106,398	$109,262

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 35 lb. and 58 lb. T rail; 18 cars, of which 14 are motor cars and 4 trail cars; West. dynamos and motors, Jones cars.

OFFICERS.—Pres. H. Harwood, Clerk, F. H. Hayes, Treas. R. W. Harwood, Supt. Geo. F. Keep.

DIRECTORS.—H. Harwood, S. W. Holmes, C. A. Pooke, F. H. Hayes, Robt. W. Harwood, O. A. Felch, of Natick, Mass.; Geo. F. Keep, of Cochituate, Mass.

GENERAL OFFICE, Natick, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23.

Date of information, May, 1897. a z

NEBRASKA CITY, NEB.

Population in 1880, 4,183, in 1890, 11,494, in 1895 (local estimates), 15,000.

Nebraska City Street Railway Co.—Chartered June, 1888 for 99 years.

CAPITAL STOCK, authorized, $50,000, issued, $17,500.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 8½ in.; 20 lb. to 45 lb. T and girder rail; 22 horses, 7 horse cars. The company is operating but 4 miles of track at present with 4 cars and 16 horses.

OFFICERS.—Pres. & Gen. Man. H. H. Bartling, V. Pres. J. J. Teten, Sec. J. C. Watson, Treas. F. W. Rodenbrock.

DIRECTORS.—H. H. Bartling, J. J. Teten, F. W. Rodenbrock, J. C. Watson, Pat Roddy, Wm. Schminke, M. E. Duff.

Date of information, May, 1897. a z

NEENAH, WIS.

Population in 1880, 4,202, in 1890, 5,076.

Menasha & Neenah Street Railway Co.—Chartered 1885.

CAPITAL STOCK, $25,000; par value, $50 per share.

FUNDED DEBT.—First mortgage bonds, $25,000; dated Nov. 1, 1886, due 1896; denom. $15 and $500; int. payable May and Nov., at office of the Northern Trust Co., of Chicago, trustee of mortgage.

OPERATION.—The latest report received is for the year ending Dec. 31, 1894.

Total receipts	$2,978
Operating expenses	2,426
Earnings from operation	552

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. tram rail; 10 horses, 2 horse cars.

OFFICERS.—Pres. & Treas. F. Schumacher (Chicago), Sec. C. Griggs, Gen. Man. T. Schumacher.

DIRECTORS.—Ferdinand Schumacher, Hugo Schumacher, Clarence Griggs, F. A. Schumacher, Theodor Schumacher.

PRESIDENT'S OFFICE, 1347 Monadnock Bldg., Chicago.

Date of information, May, 1897. z

NEGAUNEE, MICH.

Population of Negaunee and Ishpeming in 1880, 9,970, in 1890, 17,275.

Negaunee & Ishpeming Street Railway & Electric Co.—This is a consolidation of the Negaunee & Ishpeming Street R. R. Co., the Negaunee Electric Light Co. and the Ishpeming Gas & Electric Co.

CAPITAL STOCK, authorized, $150,000, issued, $142,000; par value, $25 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 4, of road, 4; gauge, 4 ft. 8½ in.; 35 lb. T rail; 6 motor cars; West. and Ideal engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. S. S. Mitchell, V. Pres. F. Braastad, Sec. Treas. & Gen. Man. A. B. Miner, Supt. Pur. Agt. & Elecn. H. F. Pearce.

GENERAL OFFICE, Ishpeming, Mich.

Date of information, May, 1897. a z

NEW ALBANY, IND.

Population in 1880, 16,423, in 1890, 21,059.

New Albany Railway Co.—This is a successor to the New Albany Street R. R. Co. In Mar., 1894, John MacLeod was made receiver on a declaration of insolvency, the company having defaulted on the interest of its bonds. The receiver is now operating the property.

CAPITAL STOCK, $30,000.

FUNDED DEBT.—Receiver's certificates, $30,000.

First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $50,000; dated Jan. 1, 1893, due 1913; int. payable Jan. and July, at office of Columbia Finance & Trust Co., of Louisville, Ky., trustee of mortgage.

New Albany Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $150,000; dated July 1, 1888, due 1913; int. payable Jan. and July, at office of Louisville Trust Co., of Louisville, Ky., trustee of mortgage.

NOTE.—No interest on the mortgage indebtedness has been paid since Jan., 1894.

PLANT AND EQUIPMENT.—Miles of track (electric), 7, of road, 7; gauge, 4 ft. 8½ in.; 52 lb. T rail; 29 cars, of which 13 are motor cars and 16 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Receiver John MacLeod (Louisville, Ky.), Sec. & Treas. H. W. Heazlitt, Supt. Geo. MacLeod, Pur. Agt. K. MacLeod, Ch. Engr. R. H. Young, Elecn. B. Slater.

GENERAL OFFICE, 29th and High Sts., Louisville, Ky.

Date of information, May, 1897. d z

Highland Railroad Co.—Chartered Nov. 9, 1895, as a reorganization of the New Albany Highland R. R. Co., whose property was sold in July, 1895, under foreclosure of mortgage.

CAPITAL STOCK, $25,000.

FUNDED DEBT, authorized, $75,000, issued, $56,000, in treasury, $19,000 (reserved for future improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Henry Terstegge, V. Pres. John Shrader, Sec. & Treas. F. H. Gohmann.

DIRECTORS.—Henry Terstegge, John Shrader, Jacob Zinsmeister Chas. Schwartzel, Geo. W. Tuley.

Date of information, May, 1897. a z

Please note date of information at end of each report.

NEWARK, O.

Population in 1880, 9,600, in 1890, 14,369.

Newark & Granville Electric Street Railway Co.—Chartered May 10, 1888, for 25 years. Annual meeting first Monday in Jan. Includes Newark City Ry. Co. On Apr. 8, 1896, this property was placed in the hands of a receiver.

CAPITAL STOCK, authorized, $100,000, issued, $73,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $120,000; dated May, 1892, due 1912; denom. $1.000; int. payable May and Nov., at office of Equitable Trust Co., of Chicago, trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized and issued, $30,000; dated 1892, due 1898; denom. $5,000; int. payable Apr. and Oct., at Newark Savings Bank.

NOTE.—By the terms of the two mortgages $5,000 of the second mortgage bonds are to be redeemed annually until the second mortgage is cancelled, after which $5,000 of the first mortgage bonds are to be redeemed annually.

OPERATION.—The latest reports received are for the years ending

Dec. 31,	1893.	1894.
Total receipts	$30,667	$28,022
Operating expenses	18,999	18,756
Earnings from operation	11,968	9,266
Deductions from earnings	9,594	10,933
Net income	2,373	*1,667

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 30 lb. to 61½ lb. T and girder rail; 22 cars, of which 10 are motor cars and 12 trail cars; Hamilton and Russell & Taylor engines, Gen. Elec. dynamos and motors, Gilbert and Lamokin cars.

OFFICERS.—Receiver J. F. Lingafelter, Pres. R. Scheidler, V. Pres. J. A. Flory, Sec. & Treas. W. C. Christian, Supt. H. R. Scheidler.

Date of information, Apr., 1896.

NEW BEDFORD, MASS.

Population in 1880, 26,845, in 1890, 40,733.

Union Street Railway Co.—Chartered Mar. 18, 1887. Annual meeting first Thursday in Nov.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; due July 2, 1898; int. payable Jan. and July.

Consolidated mortgage 5 p. c. gold bonds, authorized, $350,000, issued, $250,000, in escrow (see Note), $100,000; dated Jan. 2, 1894, due 1914; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

NOTE.—$100,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass.	$167,871	$180,673	$164,422	$178,175	$205,596
" other sources.	1,600	1,791	10,808	18,305	18,548
" total	169,471	182,464	175,230	196,480	224,144
Operating expenses.	125,451	128,986	135.451	127,113	137,649
Earn. from oper'n	44,021	53,478	39,779	69,367	86,496
Deductions.					
Interest	6,795	7,087	14,262	13,917	25,699
Taxes	5,039	5,602	5,246	4,894	4,736
Other				13,453	100
Net income	32,187	40,789	20,271	37,102	55,960
Dividends paid	12,996	18,200	15,600	10,400	28,000
To surplus account.	19,190	22,589	4,671	26,702	27,960
Total surplus acct.	8,435	31,024	20,709	69,911	77,436

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 7 p. c.; in 1894, 6 p. c.; in 1895, 4 p. c.; in 1896, 8 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 17,778	$27,158
Transportation expenses	92,989	96,827
Maintenance of way and building	6,399	6,467
" " equipment	9,947	7,197
Total	$127,113	$137,649

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	4,370,355	5,092,087
Car miles run	667,746	747,915
Total receipts per car mile	$.294	$.300
Operating expenses per car mile	.190	.184

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$320,942	$483,494	$528,610
" equipment	155,493	198,131	195,186
Other permanent investments	156,961	201,023	197,900
Cash and current assets	28,452	6,146	21,875
Other assets		2,496	3,000
Total	$661,848	$891,290	$946,571
LIABILITIES.			
Capital stock	$260,000	$350,000	$350,000
Funded debt	260,000	350,000	350,000
Other liabilities	121,139	121,379	169,135
Profit and loss (surplus)	20,709	69,911	77,436
Total	$661,848	$891,290	$946,571

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 38 lb. to 80 lb. girder and T rail; 7 horses, 90 cars, of which 7 are horse cars and 83 electric cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Treas. Henry H. Crapo, V. Pres. Frank S. Stevens, Asst. Treas. A. C. Gardner, Clerk E. S. Brown, Gen. Supt. E. E. Potter.

DIRECTORS.—Henry H. Crapo, Edward S. Brown, Clarence A. Cook, T. B. Tripp, of New Bedford; Lot B. Bates, Walter P. Winsor, of Fair Haven, Conn.; Frank W. Brightman, F. S. Stevens, of Fall River, Mass.; S. H. Wagner, of New Haven, Conn.

GENERAL OFFICE, 7 Purchase St., New Bedford.

REFERENCES.—Increase of stock and bonds, Vol. X, Jan., '94, p. 78; Vol. X, Feb. '94, p. 146; annual report, Vol. X, Jan., '94, p. 78.

Date of information, May, 1897. a b z

Dartmouth & Westport Street Railway Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued $90,000; coupon, but may be registered; dated Apr. 1, 1895, due 1915; denom. $1,000; int. payable Apr. and Oct., at office of International Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.
Receipts from passengers	$	$107,087
" other sources		4,055
" total	112,709	111,142
Operating expenses	90,127	86,971
Earnings from operation	22,582	24,171
Deductions from earnings.		
Interest	4,714	4,512
Taxes	1,506	2,331
Special charges	1,200	1,200
Net income	15,162	16,128
Dividends paid	8,000	14,250
To surplus account	7,162	1,878
Total surplus account	22,266	15,299
Per cent dividends paid	8.0	9.5
Stock receiving dividend	100 000	150,000

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$28,397	$19,078
Transportation expenses	56,533	58,339
Maintenance of way and buildings	1.235	5,199
" " equipment	3,962	4,355
Total	$90,127	$86,971

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	643,753	684,654
Car miles run	336,537	351,740
Total receipts per car mile	$.335	$.316
Operating expenses per car mile	.268	.247

BALANCE SHEET.—Dated Sept. 30,

	1895.	1896.
ASSETS.		
Cost of road	$167,370	$167,905
" equipment	64,414	68,027
Land and buildings	260	
Other permanent property	11,560	11,560
Cash and current assets	20,877	16,773
Total	$264,481	$264,265

Please note date of information at end of each report.

LIABILITIES.		
Capital stock	$144,975	$150,000
Funded debt	90,000	90,000
Accounts payable	6,040	6,566
Special funds	1,200	2,400
Profit and loss (surplus)	22,266	15,299
Total	$264,481	$264,265

PLANT AND EQUIPMENT.—Miles of track (electric), 14.11; owned, 9.68, leased 4.43; gauge, 4 ft. 8½ in.; 70 lb. T rail; 32 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson and Jones cars.

OFFICERS.—Pres. F. W. Brightman, V. Pres. Chas. E. Cook, Sec. R. S. Goff, Treas. A. C. Gardner, Supt. E. E. Potter.

DIRECTORS.—F. W. Brightman, F. S. Stevens, J. A. Beauvais, S. A. Brownell, E. S. Brown, R. S. Goff, Chas. E. Cook, W. L. Winslow, S. H. Wagner.

GENERAL OFFICE, 7 Purchase St., New Bedford, Mass.

REFERENCE.—Description of car, Vol. X, Sept., '94, p. 584 (ill.).

Date of information, May, 1897. a b z

NEW BRITAIN, CONN.

Population in 1880, 11,800, in 1890, 19,010.

Central Railway & Electric Co.—This is a consolidation of the New Britain Tramway Co. and the New Britain Electric Light Co.

CAPITAL STOCK, authorized, $1,000,000, issued, $600,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $700,000, issued, $533,000; dated Dec., 1893, due 1923; int. payable June and Dec., at New Britain National Bank.

OPERATION.—Year ending Sept. 30, 1894.*	1895.†	1896.*
Receipts from passengers	$51,019	$64,560	$82,444
" other sources	1,010	51,281	3,645
" total	52,029	115,841	86,089
Operating expenses	38,187	87,373	60,460
Earnings from operation	13,842	28,468	25,629

* Not including electric light plant.

† Including electric light plant.

BALANCE SHEET (including railway and light plant).—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 630,965	$1,060,537	$1,054,996
" equipment		55,745	72,543
New Britain Tramway Co.	122,447		
New Britain Elec. Light Co.	269,397		
Newington Tramway Co.			12,975
Additions to electric plant	20,809		
Materials on hand	10,859	6,913	4,722
Accounts receivable	4,595	14,468	28,192
Advance, taxes, insurance, legal expenses, interest, etc.	2,957	6,102	3,531
Cash on hand	970	8,841	8,850
Total	$1,062,999	$1,152,606	$1,185,806
LIABILITIES.			
Capital stock	$ 550,000	$ 600,000	$ 600,000
Funded debt	450,000	533,000	533,000
Bills payable	23,272	13,731	19,000
Taxes			5,113
Interest			8,883
Other liabilities	10,209	5,875	7,673
Profit and loss (surplus)	29,518		12,140
Total	$1,062,999	$1,152,606	$1,185,809

PLANT AND EQUIPMENT.—Miles of track (electric), 14.12; gauge, 4 ft. 8½ in.; 35 lb. 56 lb. and 60 lb. T rail; 32 cars, of which 30 are motor cars and 2 trail cars; Allis and Harrisburg engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. A. M. Young, Sec. C. S. Landers, Treas. F. G. Platt, Gen. Man. & Supt. E. S. Breed.

DIRECTORS.—J. S. Bartlett, C. H. Newhall, F. G. Platt, M. P. Clough, of Lynn; D. S. Plume, A. M. Young, C. S. Landers, of Waterbury.

Date of information, May, 1897. b d z

Newington Tramway Co.—(See Newington, Conn.)

NEW BRUNSWICK, N. J.

Population in 1880, 17,166, in 1890, 18,603.

Brunswick Traction Co.—Chartered May 23, 1895. This company owns and operates the property of the New Brunswick City Ry. Co.

CAPITAL STOCK, authorized and issued, $500,000.

FLOATING DEBT.—$38,634.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Gross receipts	$5,786	$38 513
Operating expenses	3,071	20,196
Earnings from operation	2,715	18,317

OFFICERS.—Pres. Gottfried Krueger, V. Pres. John Radel, Sec. & Treas. Edw. H. Radel.

DIRECTORS.—Gottfried Krueger, John Radel, Edw. H. Radel, Andrew Radel, of Newark, N. J.

Date of information, May, 1897. b z

New Brunswick City Railway Co.—Chartered 1868, for 50 years. This property is controlled by the Brunswick Traction Co.

CAPITAL STOCK, $100,000.

FLOATING DEBT, $14,843.

OPERATION.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$17,924	$14,544	$12,717	$16,334	$23,745
Op. exp. and fixed ch'g's	17,738	14,501	14,850	16,042	26,928
Net income	186	43	*2,133	292	*3,184

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail; 30 motor cars; 600 H. P. station plant; West. dynamos and motors, Stephenson cars, Brill trucks.

OFFICERS.—Pres. Gottfried Krueger, V, Pres. John Radel, Sec. & Treas. Edw. H. Radel.

DIRECTORS.—Gottfried Krueger, John Radel, Andrew Radel, Edw. H. Radel.

GENERAL OFFICE, George St.

Date of information, May, 1897. b z

NEWBURGH, N. Y.

Population in 1880, 18,049, in 1890, 23,087, in 1896, 26,500.

Newburgh Electric Railway Co.—Chartered Feb., 1894, to take over the property and franchises of the Newburgh Street Ry. Co., which was sold under foreclosure of mortgage on Feb. 13. Annual meeting second Wednesday in Mar. This company leases the property of the Newburgh & Orange Lake R. R. Co., and owns and operates the property of the Walden & Orange Lake R. R. Co.

CAPITAL STOCK, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1944; denom. $500; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

OPERATION.—For period from July 1, 1896, to Mar. 31, 1897.	
Gross receipts	$62,860
Operating expenses (including taxes)	36,276
Earnings from operation	26,584
Fixed charges (inc. Orange Lake R. R. rental)	25,452
Net income	1,132

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. steel rail; 34 cars, of which 30 are motor cars and 4 trail cars; Dixon engines, West. dynamos and motors, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. & Gen. Man. Benjamin Norton, V. Pres. S. B. Dutcher, Sec. & Pur. Agt. Wm. M. Tobias, Treas. Wm. H. Pouch, Supt. C. F. Franklin, Elecn. E. J. Irwin, Ch. Engr. of Power Station, W. Brown.

DIRECTORS.—Benjamin Norton, Silas B. Dutcher, Alden S. Swan, Charles N. Finch, Samuel S. Whitehouse, William M. Tobias, Wm. H. Pouch, Fred'k H. Pouch, of Brooklyn.

GENERAL OFFICE, 244 Broadway, Newburgh. New York office, Room 865, No. 11 Broadway.

REFERENCE.—Description of road, Vol. XII, Feb. '96, p. 89 (ill.)

Date of information, May, 1897. a d z

Newburgh & Orange Lake Railroad Co.—Chartered May 2, 1894, for the purpose of carrying passengers, freight, baggage and mail. This road is leased to the Newburgh Electric Ry. Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $75,000; coupon, but may be registered; dated July 1, 1894, due 1944; denom. $500; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Date of information, May, 1897. a z

Walden & Orange Lake Electric Railroad Co.—Chartered Oct., 1894. Operation commenced June 1, 1895. This property is owned and operated by the Newburgh Electric Ry. Co.

CAPITAL STOCK, $100,000 (all in the treasury of the Newburgh Electric Ry Co.).

DIRECTORS—Benj. Norton, of Brooklyn; H. C. Norton, B. B. Odell, Jr., Joseph M. Dickey, N. H. Western, of Newburgh.

Date of information, May, 1897. a z

NEWBURYPORT, MASS.

Newburyport & Amesbury Horse Railway Co.—Chartered May 23, 1871. Annual meeting first Wednesday in Oct. This road runs from Newbury through Newburyport to Amesbury and Merrimac.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p.c. bonds, authorized and issued, $350,000; coupon, but may be registered; dated Mar. 1, 1892, due 1912; denom. $1,000; int. payable Mar. and Sept., at office of International Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass'g's..	$79,969	$70,582	$62,294	$67,023	$66,305
" other sources..	162	319	397	1,403	1,309
" total.....	80,131	70,901	62,691	68,426	67,614
Operating expenses....	53,866	51,844	42,722	43,046	41,168
Earnings from operation	26,265	19,057	19,969	25,380	26,446
Deductions from earnings.					
Int. on bonds.....	17,900	17,900	17,750	17,900	17,900
" floating debt		3,524	4,110	5,369	6,354
Taxes.....	1,297	1,136	1,102	738	1,324
Net income.....	7,069	*3,503	*2,993	1,373	868
Total surplus account...	14,379	10,876	7,883	9,256	10,124
Per cent oper'g exp. to total receipts.....	67.3	73.1	67.9	62.8	60.3

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses.....	$ 9,286	$ 7,811
Transportation expenses.....	26,745	27,365
Maintenance of way and buildings.....	2,691	1,906
" " equipment.....	4,323	4,087
Total.....	$43,046	$41,168

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried.....	1,364,128	1,367,851
Car miles run.....	331,508	342,232
Total receipts per car mile.....	$.206	$.197
Operating expenses per car mile.....	.130	.120

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$317,659	$317,959	$324,610
" equipment.....	156,893	45,457	160,153
Land and buildings.....	44,571	159,673	45,644
Cash assets.....	14,131	8,284	7,806
Other assets.....	779	12,163	14,923
Total.....	$535,334	$543,536	$553,136
LIABILITIES.			
Capital stock.....	$ 80,000	$ 80,000	$ 80,000
Funded debt.....	450,000	350,000	350,000
Bills payable.....	97,451	104,280	113,012
Profit and loss (surplus).....	7,883	9,256	10,124
Total.....	$535,334	$543,536	$553,136

PLANT AND EQUIPMENT.—Miles of track (electric), 19.78; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T and flat rail; 41 cars, of which 29 are motor cars and 12 trail cars; McI. & S. engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. Chas. Odell, V. Pres. T. H. Johnson, Sec. & Treas. R. G. Calef, Gen. Man. C. F. Dennis, Ch. Engr. of Power Station, O. W. Morrison.

DIRECTORS.—Chas. Odell, Chas. H. Odell, Rufus H. Brown, C. C. G. Thornton, Geo. H. Stevens, Thomas H. Johnson, John M. Anderson.

GENERAL OFFICE, 32 Market Sq.

REFERENCES.—Description of road, Vol. VI, Jan., '90, p. 40. NEWBURYPORT & AMESBURY ELECTRIC RY. CO.—Annual report, Vo., '93, p. 65.

Date of information, May, 1897. a z

People's Street Railway Co.—This road is in process of construction.

CAPITAL STOCK, authorized, $100,000, paid in, $7,480.

BALANCE SHEET.—Dated Sept. 30,

	1895.	1896.
ASSETS.		
Cost of road.....	$1,816	$1,908
Cash.....	114	22
Bills and acc'ts receivable.....	5,550	5,550
Total.....	$7,480	$7,480
LIABILITIES.		
Capital stock.....	$7,480	$7,480
Total.....	$7,480	$7,480

PLANT AND EQUIPMENT.—Miles of track (electric), .03.

OFFICERS.—Pres. Charles Odell, Treas. R. G. Calef.

DIRECTORS.—C. C. G. Thornton, R. H. Brown, Thos. H. Johnson, Thos. Smith, A. R. Smith.

GENERAL OFFICE, Newburyport, Mass.

Date of information, May, 1897. b z

NEW CASTLE (Lawrence Co.), PA.

Population in 1880, 8,418, in 1890, 11,600.

New Castle Traction Co.—This is the successor to the New Castle Electric Street Ry. Co. Annual meeting second Monday in Jan.

CAPITAL STOCK, $500,000,

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1896.
Gross receipts.....	$8,339	$9,736	$8,446	$13,790
Operating expenses.....	6,813	8,726	8,695	9,596
Earnings from operation.....	1,526	1,010	*249	4,194

NOTE.—No report for 1895 was given out.

* Deficit.

BALANCE SHEET.—Dated June 30,

	1893.	1894.	1896.
ASSETS.			
Cost of road.....	$27,459	$42,364	$46,404
" equipment.....	17,440	17,440	17,440
Cash.....	738		1,731
Real estate.....	2,677	1,000	
Other assets.....	1,561	2,683	
Profit and loss (deficit).....		731	
Total.....	$49,875	$64,218	$65,575
LIABILITIES.			
Capital stock.....	$40,000	$40,000	$40,000
Bills payable.....	6,359	22,800	22,800
Other liabilities.....	1,001	1,418	2,775
Profit and loss (surplus).....	2,516		
Total.....	$49,875	$64,218	$65,575

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 45½ lb. and 66 lb. girder rail; 20 motor cars; West. dynamos and motors, New Castle cars, McGuire trucks.

OFFICERS.—Supt. Wm. Cummings, Elecn. H. A. Ashenfelter, Ch. Engr. of Power Station, D. W. Christy.

GENERAL OFFICE, New Castle, Lawrence Co., Pa.

Date of information, Feb., 1897. b d

NEW DECATUR, ALA.

Population in 1890, 3,565.

The People's Street Railway & Improvement Co.—Chartered and municipal franchise granted in 1890, in perpetuity. Annual meeting fourth Tuesday in Oct.

CAPITAL STOCK, authorized, $18,000, issued, $15,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.75; gauge, 4 ft. 8½ in.; 20 lb. T rail; 6 horses, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. L. K. Ray, V. Pres. & Supt. J. B. Nelson, Sec. & Gen. Man. Geo. A. Nelson.

DIRECTORS.—G. A. Nelson, L. K. Ray, J. B. Nelson, M. A. Moseley, Wm. W. Nelson, E. J. Hudnall, H. A. Nelson.

GENERAL OFFICE, Moulton Heights, New Decatur, Ala.

Date of information, May, 1897. a z

Decatur Street Railway Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $40,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.25, of road, 3.25; gauge, 4 ft. 8½ in.; 20 lb. T rail; 31 horses, 5 horse cars.

OFFICERS.—V. Pres. A. C. Hartshorne, Sec. Treas. Gen. Man. & Ch. Engr. W. A. Bibb.

Date of information, May, 1897. z

Please note date of information at end of each report.

NEW GLASGOW, N. S.

Population, 4,500, total population served 13,000.

New Glasgow Electric Co., Ltd.

CAPITAL STOCK, authorized, $250,000, issued, $50,000.

FUNDED DEBT, authorized, $250,000, issued, $12,500.

OFFICERS.—Pres. J. L. Jennison, Sec. H. V. Jennison, Gen. Man. Pur. Agt. & Elecn. Fred A. Bowman.

Date of information, Apr., 1897. z

NEW HAVEN, CONN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—New Haven, the largest city of the state and third in New England, is located in southwestern Connecticut, on Long Island Sound, and is the county seat of New Haven County.

Railroad and Steamship Connections.—Seven railroads, formerly independent, but now consolidated into one, enter the city from as many directions. Two regular lines of steamboats connect with New York, and other lines run to various points on Long Island Sound.

Manufacturing and Commercial Interests.—A capital of about $20,000,000 is employed in the various manufacturing industries of the city, the principal productions being carriages and wagons, hardware, firearms, clocks, cutlery, musical instruments, iron and steel wares, corsets, lumber, brass castings and brass finishings, rubber and elastic goods, millinery and lace goods. In addition to its manufacturing interests, New Haven has a considerable coastwise commerce and a large inland trade.

Banking Capital.—There are now (1897) 7 national banks with a combined capital and surplus of $4,430,300; 2 state banks, with capital and surplus of $905,000; 1 trust company, with capital and surplus of $125,000; and 3 private banks. The total banking capital is $5,460,300.

	1880.	1890.	Latest.
Population	62,882c	86,045c	105,000a
Assessed Valuation.			
Real estate (60% actual value)		40,669,983	
Personal property		11,501,148	
Total	46,968,387c	52,171,131	57,000,000e
" per cap.	747	606	
***Municipal Debt**, net	1,584,619	1,908,692	2,113,392d
" " per cap.	25	22	
Tax Rate, per $1,000		19.50	13.50d
Manufacturing Interests.b			
No. of establishments	587	1,042	
Capital invested	9,703,737	16,826,635	
" " per cap.	154	195	
No. of employes	15,156	17,654	
Wages per annum	5,761,374	9,876,270	
Cost of materials	14,482,163	13,259,097	
Value of product	24,040,225	28,574,038	
Banking Capital			5,460,300e
" " per cap.			

*No water debt, and deducting sinking fund. a Local estimates. b 1894. c Census. d 1896. e 1897.

STREET RAILWAY SYSTEM—Descriptive.

New Haven stands on a plain fronting upon the Sound, and bounded about two miles inland by a semi-circle of hills. Among these East Rock and West Rock are picturesque resorts, and give the name to two famous parks, while other large parks are on the outskirts, with numerous shore resorts on the Sound to the south of the city. The residential section is extensive, and the business (and geographical) center is near the "Green," a public square of 16 acres. The street railway system includes 85 miles of track, all operated by electricity. Many approved modern features are embodied in the power house and equipment. The companies have the right to use T rail throughout the city. As in other Connecticut towns, the change from horses to electricity was considerably delayed by legislative inaction, but the retarding influences have been removed, and extensions to all lines are being planned.

The street railway mileage is controlled as follows.

	Controls
New Haven Street Ry. Co.	28
Winchester Avenue R. R. Co.	25
Fairhaven & Westville R. R. Co.	22
New Haven & Centerville Street Ry. Co.	8
Manufacturers' Street Ry. Co.	2
Total	85

STREET RAILWAY SYSTEM—Present Companies.

New Haven Street Railway Co.—Chartered Aug., 1893, in perpetuity, by special legislative enactment. This is a consolidation of the New Haven & Morris Cove Ry. Co., the State Street Horse R. R. Co., the Lake Saltenstall R. R. Co., the Edgewood Street R. R. Co., the Edgewood Avenue Electric Co. and (by 99 year lease) the Whitney Avenue Ry. Co.

Capital Stock, authorized, $1,250,000, issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $600,000; dated Sept. 1, 1893, due 1913; denom. $500 and $1,000; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

First purchase money consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated June 1, 1894, due 1914; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Note.—The first purchase money mortgage bonds are a first lien on the tracks of the Edgewood Street R. R. Co. and a second lien on the remainder of the property.

Operation.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers	$104,849	$182,985	$207,575
" other sources	1,832	4,646	11,915
" total	106,681	187,631	219,490
Operating expenses	57,762	112,531	129,795
Earnings from operation	48,919	75,100	89,696
Deductions from earnings.			
Interest on bonds	28,963	35,582	43,371
Taxes,	2,591	7,595	9,325
Other deductions	11,598	69	443
Net income	17,365	31,854	36,557
Dividends		25,000	25,000
To surplus account	5,767	6,854	11,557
Total surplus account	7,719	14,573	
Per cent. op. exp. to gross receipts	54.1	59.9	59.4

Balance Sheet.—Dated Sept. 30,

	*1894.	*1895.	1896.
ASSETS.			
Cost of road	$100,467	$100,467	$1,865,659
Cost of equipment	14,146	14,146	
Real estate	5,060	5,060	5,122
Buildings and fixtures	8,523	8,533	12,195
Furniture	250	319	
Accounts receivable	942		
Accident insurance fund		2,368	
Cash on hand	7,719	14,880	285
Total	$137,107	$145,773	$1,883,261
LIABILITIES.			
Capital stock	$	$	$1,000,000
Funded debt			850,000
Funded debt (Whitney Ave.)	7,500	7,500	7,500
Unfunded debt	2,000		11,000
Accounts payable		51	
Cap'l st'k, State St. Horse R.R.Co.	69,225	69,225	
Whitney Avenue coupons		18	12
Profit and loss (surplus)	58,382	68,979	14,749
Total	$137,107	$145,773	$1,883,261

* In 1894 and 1895 all items of expense were made in connection with the purchase of other roads, and were not charged to the New Haven Street Ry. Co.

Plant and Equipment.—Miles of track (electric), owned, 26.25, leased, 2.25; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T rail; 73 cars, of which 67 are motor cars and 6 trail cars; Gen. Elec. dynamos and motors.

Officers.—Pres. D. Corey, V. Pres. C. A. Warren, Sec. Treas. & Gen. Man. G. A. W. Dodge, Supt. E. H. Mather.

Directors.—David Corey, W. J. Atwater, J. J. Lawton, S. H. Wagner, Eli Whitney, Jr., G. A. W. Dodge and C. A. Warren, of New Haven; T. M. Waller, of New London; and T. S. Krutz, of New York.

General Office, 16 Exchange Bldg.

Reference.—Description of power plant, Vol. X, Aug., '94, p. 494 (ill.).

Date of information, May, 1897. b z

New England Street Railway Co.—Chartered Feb., 1893, under the laws of New Jersey, to control street railway properties in New England. It now controls by ownership of stock the Winchester Ave. R. R. Co., of New Haven, and the Plymouth (Mass.) & Kingston R. R. Co.

Capital Stock, authorized, $5,000,000, issued, $1,106,925; par value, $25 per share. Dividends payable quarterly on Jan. 15, Apr. 15, July 15 and Oct. 15. Dividends in 1895, 4¼ p. c.; in Jan., 1896, 1¼ p. c.; in Jan., 1897, 1 p. c.; in Apr., 1897, 1 p. c.

Officers.—Pres. Edw. E. Floyd (Boston), Treas. I. A. Kelsey (West Haven, Conn.).

Treasurer's Office, West Haven, Conn.

Date of information, May, 1897. z

Please note date of information at end of each report.

Winchester Avenue Railroad Co.—Chartered June 5, 1889, in perpetuity. In May, 1891, the New Haven & West Haven R. R. Co. was consolidated with this company. In Dec., 1895, this company leased the property of the West Shore Ry. Co. (which see for details of lease).

Capital Stock, authorized and issued, $600,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon and registered bonds, authorized and issued, $500,000; dated Nov. 1, 1892, due 1912; denom. $1,000; int. payable May and Nov., at office of First National Bank of New York, and Boston, Safe Deposit & Trust Co., of Boston, trustee of mortgage.

Debenture 6 p.c. gold bonds, authorized, $100,000, issued, $94,000; dated Mar. 1, 1894, due 1909, but subject to call at 102 and interest, on and after Mar. 1, 1899; int. payable Mar. and Sept.

Note.—The first mortgage bonds are the joint obligations of the Winchester Ave. R. R. Co. and the New Haven & West Haven R. R. Co., and are a first lien on all the franchises and tangible assets of the company now owned or to be hereafter acquired. $3,500 is to be set aside annually as a sinking fund for the retirement of the debentures.

Operation.—	Year ending Dec. 31, 1893.	9 mos. ending Sept. 30, 1894.	Year ending Sept. 30, 1895.	Year ending Sept. 30, 1896.
Receipts from passengers...	$186,806	$159,890	$225,967	$245,609
" other sources.....	4,075	2,413	7,276	5,705
" total.....	190,881	162,303	233,246	251,314
Operating expenses.....	*110,063	*98,534	142,389	152,418
Earnings from operation...	80,818	63,769	90,857	98,896
Deductions from earnings.				
Interest on bonds.....	25,000		27,500	30,479
Taxes.....			7,334	8,720
Net income.....	55,818		56,023	59,697
Dividends paid.....			40,000	69,600
To surplus account.....			16,023	†9,903
Per cent. op. exp. to total receipts.....	57.7	60.7	61.1	

* Including taxes. † Deficit.

Dividends, in 1895, 1 p. c.; in 1896, 12 p. c.

Balance Sheet.—Dated Sept., 30,	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$ 546,885	$ 546,983	$ 609,221
" equipment.....	255,173	210,408	227,304
Cash assets.....	21,761	8,669	35,900
Stock and property rights....	360,000	210,000	210,000
Real estate.....		87,073	101,001
Other assets.....	20,243	25,415	22,960
Total.....	$1,204,062	$1,088,548	$1,206,386
LIABILITIES.			
Capital stock.....	$ 400,000	$ 400,000	$ 600,000
Funded debt.....	500,000	580,000	594,000
Bills payable.....	148,018	88,576	13,496
Accounts payable.....	14,847	15,132	4,743
Accrued interest.....			10,889
Profit and loss (surplus).....	141,197	4,840	16,743
Total.....	$1,204,062	$1,088,548	*$1,206,386

* Note discrepancies in footing of liabilities for 1896.

Plant and Equipment.—Miles of track (electric), 25, of which 4.1 is leased; gauge, 4 ft. 8½ in.; 50 lb. to 72 lb. T rail; 91 cars, of which 66 are motor cars and 25 trail cars; 1000 H. P. station plant; West. engines, Gen. Elec. and West. dynamos and motors, Brill, Jones, L. & F., Newburyport and Stephenson cars.

Officers.—Pres. W. F. Ford, V. Pres. James Graham, Sec. Treas. & Gen. Man. & Pur. Agt., I. A. Kelsey. Supt. A. E. Pond, Ch. Engr. of Power Station, H. Ackrill.

Directors.—I. A. Kelsey, James Graham, A. E. Pond, Chas. E. Graham, S. H. Wagner, W. B. Ferguson, Walter F. Ford.

General Office, West Haven, Conn. President's office, 19 Exchange Place, Boston, Mass.

References.—Annual report, Vol. X, Mar., '94, p. 212; description of parks, Vol. XIII, Feb., '97, p. 93.

Date of information, May, 1897. b d z

West Shore Railway Co.—Chartered June 30, 1893. This company commenced operation July 1, 1894. On Dec. 15, 1895, the property of this company was leased to the Winchester Avenue R. R. Co., for 99 years, at a guaranteed rental of 5 p. c. per annum, payable semi-annually.

Capital Stock, authorized, $200,000, issued, $80,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $30,000; dated July 1, 1894, due 1914, but subject to call at three months' notice; denom. $500; int. payable Jan. and July, at office of Merchants' National Bank of New Haven.

Operation.—Year ending Sept. 30,	1894.	1895.
Receipts from passengers.....	$	$16,269
" other sources.....		218
" total.....	8,250	16,487
Operating expenses.....	4,138	11,449
Earnings from operation.....	4,112	5,038
Deductions from earnings.		
Taxes.....		342
Interest.....		1,388
Net income.....		3,308
Dividends paid.....		2,500
To surplus account.....		808
Per cent. op. exp. to total receipts.....	50.2	69.4

Dividends.—In 1894, 5 p. c.

Balance Sheet.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$70,021	$76,340	$102,651
" equipment.....	5,479	8,091	8,092
Cash assets.....	4,112	320	
Total.....	$79,612	$84,751	$110,743
LIABILITIES.			
Capital stock.....	$50,000	$50,000	$ 80,000
Funded debt.....	25,500	30,000	30,000
Profit and loss (surplus).....	4,112	4,751	743
Total.....	$79,612	$84,751	$110,743

Officers.—Pres. James Dewell, Sec. & Gen. Man. I. A. Kelsev.

Directors.—J. D. Dewell, I. A. Kelsey, A. E. Pond, Walter F. Ford.

General Office, West Haven, Conn.

Date of information, May, 1897. b z

Fair Haven & Westville Railroad Co.—Chartered June 20, 1860. This company operates the lines of the New Haven & Centerville Street Ry. Co.

Capital Stock, authorized, $1,500,000, issued, $900,000; par value, $25 per share. Dividends payable Jan. 2 and July 2.

Funded Debt.—None.

Floating Debt.—3 notes of $10,000 each, $30,000.

Operation.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers.....	$203,122	$241,726	$275,632
" other sources.....	5,202	5,932	5,391
" total.....	208,324	247,658	281,023
Operating expenses.....	155,802	187,178	205,293
Earnings from operation.....	52,522	60,480	75,730
Deductions from earnings.			
Taxes.....	6,400	8,420	10,782
Interest.....		6,500	6,750
Net income.....	46,122	45,560	58,198
Dividends paid.....	32,000	40,000	48,000
To surplus account.....	14,122	5,560	10,198
Total surplus account.....	87,706	93,266	
Per cent. op. exp. to total receipts.....	74.3	75.6	72.9

Balance Sheet.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$482,115	$587,625	$587,291
" equipment.....	44,432	136,878	135,513
Cash assets.....	87,706	10,275	3,701
New Haven & North Haven St. Ry. Co.		2,663	21,133
Total.....	$614,253	$737,441	$747,639
LIABILITIES.			
Capital stock.....	$400,000	$600,000	$600,000
Unfunded debt.....		120,000	120,000
Treasury stock.....	200,000		
Profit and loss (surplus).....	14,253	17,441	27,639
Total.....	$614,253	$737,441	$747,639

Dividends.—In 1895, 8 p. c.; in 1896, 8 p. c.

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 21.87; gauge, 4 ft. 8½ in.; 50 lb. to 74 lb. T rail; 99 cars, of which 88 are motor cars and 11 trail cars; Allis engines, Gen. Elec. and West. dynamos and motors, Jackson & Sharp and Brill cars, Bemis trucks.

Officers.—Pres. Henry S. Parmelee, V. Pres. Samuel Hemingway, Sec. & Treas. Leverett Candee, Supt. Walter A. Graham.

Directors.—H. S. Parmelee, Samuel Hemingway, Geo. D. Watrous, James S. Hemingway, John B. Carrington, E. H. Trowbridge, Wilbur F. Day, S. E. Merwin.

General Office, 730 Chapel St.

References.—Description of steam power plant (brief), Vol. X, Sept., '94, p. 552; description of track, Vol. IX, Dec., '93, p. 795 (ill.); increase of stock, Vol. X, May, '94, p. 343.

Date of information, May, 1897. a z

New Haven & Centerville Street Railway Co.—Chartered 1893, to take over the property of the New Haven & Centerville Horse R. R. Co. (chartered 1865). This road is now owned and operated by the Fair Haven & Westville R. R. Co.

Capital Stock, authorized, $700,000, issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized $625,000, issued, $365,000; dated Sept. 1, 1893, due 1933; denom. $1,000; int. payable Mar. and Sept.

Operation.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers	$32,554	$43,243	$57,244
" other sources	956	3,255	244
" total	33,510	46,498	57,488
Operating expenses	23,040	24,090	34,293
Earnings from operation	10,470	*22,408	23,195
Deductions from earnings.			
Interest	7,100	17,875	18,125
Taxes	400	2,500	3,223
Rentals	75		
Net income	2,895	2,033	1,846
Per cent. op. exp to total receipts	68.8	51.8	59.7

*Including rentals.

Balance Sheet.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Miscel. permanent investments	$525,365	$675,000	$715,009
account	214		
Cash on hand	3,571	22,673	8,066
Total	$529,150	$697,673	$723,075
LIABILITIES.			
Capital stock	$300,000	$300,000	$300,000
Funded debt	225,000	325,000	365,000
Unfunded debt		16,445	
Unpaid coupon account	4,150	25	150
Income account		2,452	2,139
Profit and loss (surplus)		53,751	55,786
Total	$529,150	$697,673	$723,075

Plant and Equipment.—Miles of track (electric), 8.1; 70 lb. T rail; 20 motor cars.

Officers.—Pres. H. S. Parmelee, Sec. & Treas. L. Candee.

Directors.—Same as Fair Haven & Westville R. R. Co.

General Office, 730 Chapel St.

Date of information, May, 1897. a z

Manufacturers' Street Railway Co.—Operation commenced in Dec., 1896. This road handles nothing but freight.

Capital Stock, authorized and issued, $20,000; par value, $25, per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 70 lb. rail; 1 electric motor.

Officers.—Pres. Geo. S. Barnum, V. Pres. N. W. Kendall, Sec. F. L. Bigelow, Treas. & Gen. Man. Simeon J. Fox.

Directors.—Geo. S. Barnum, N. W. Kendall, F. L. Bigelow, Simeon J. Fox.

Reference.—Description of road, Vol. XIII, Jan., '97, p. 54 (ill.).

Date of information, May, 1897. a z

NEWINGTON, CONN.

Population, in 1880, 934, in 1890, 953.

Newington Tramway Co.—Chartered June 27, 1895. This road is nearly completed and will be in operation in June, 1897. The company's lines extend from Hartford to New Britain.

CAPITAL STOCK, authorized, $100,000, issued, $60,000; par value, $100 per share.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Construction account	$26,578	Capital stock, issued	$25,000
Cash on hand	172	Assessments on unissued capital stock	1,750
Total	$26,750	Total	$26,750

OFFICERS.—Pres. F. G. Platt, Sec. & Treas. D. R. Howe.

DIRECTORS.—F. G. Platt, C. S. Landers, C. H. Newhall, E. S. Goodrich, S. G. Dunham, D. R. Howe, Atwood Collins, John S. Bartlett.

Date of information, May, 1897. b z

NEW LONDON, CONN.

Population in 1880, 10,537, in 1890, 13,759.

New London Street Railway Co.—Chartered 1886, in perpetuity.

CAPITAL STOCK, authorized, $500,000, issued, $247,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $110,000, in treasury, $40,000; coupon but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

The unissued $40,000 mortgage bonds now in the treasury may be issued and sold only as provided by the general laws of Connecticut.

OPERATION.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers	$48,634	$51,134	$52,211
" other sources	1,265	625	951
" total	49,899	51,759	53,162
Operating expenses	29,150	30,230	30,013
Earnings from operation	20,749	21,529	23,148
Deductions from earnings.			
Interest on bonds	5,500	5,500	5,500
Taxes	923	2,150	2,500
Net income	14,326	13,879	15,148
Dividends paid	3,750	9,000	11,550
To surplus account	10,576	4,879	3,598
Total surplus account	18,576	23,454	27,053
Stock receiving dividends	150,000	165,000	247,500
Per cent. op. exp. to total receipts	58.5	58.4	56.6

DIVIDENDS—In July, 1894, 2½ p. c.; in Jan., 1895, 3 p. c.; in July, 1895, 3 p. c.; in Jan., 1896, 3½ p. c.; in July, 1896, 3½ p. c.

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$199,523	$196,736	$295,205
" equipment	65,505	85,156	81,201
Cash assets	15,822	11,349	14,032
Total	$280,850	$293,241	$390,438
LIABILITIES.			
Capital stock*	$150,000	$150,000	$247,500
Funded debt	110,000	110,000	110,000
Bills payable	2,274	9,787	5,886
Profit and loss (surplus)	18,576	23,454	27,053
Total	$280,850	$293,241	$390,438

* The capital stock was increased from $150,000 to $165,000 in Oct., 1895, and from $165,000 to $247,500 in Apr., 1896.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.18; gauge, 4 ft. 8½ in.; 48 lb. T rail; 22 motor cars; Greene and Providence engines, Gen. Elec. dynamos and motors, Briggs, Jones and Newburyport cars, Bemis trucks.

OFFICERS.—Pres. & Sec. W. Learned, Treas. W. A. Tucker, Supt. L. Bentley, Ch. Engr. Edward Navens.

DIRECTORS.—Winthrop Coffin, John F. Perry, W. A. Tucker, of Boston, Mass., Walter Learned, Horace C. Learned, Horace Coit, Tracy Waller, of New London.

GENERAL OFFICE, 50 State St., Boston, Mass.

REFERENCE.—Description of power plant, Vol. XIII, Feb., '97, p. 105 (ill.).

Date of information, May, 1897. a z

NEW ORLEANS, LA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—New Orleans is in the southeastern part of Louisiana, on the Mississippi River, about 100 miles from its delta and the Gulf of Mexico. It is co-extensive with Orleans parish.

Population and Area.—The population in 1880 was 216,090, in 1890, 242,039, and in 1895, 250,000. Its area is about 150 sq. miles, a large portion of which is marsh land and uninhabited, the city proper covering about forty square miles.

Railroad Connections.—The following railroads enter New Orleans: Illinois Central R. R., Louisville & Nashville R. R., Missouri Pacific R.R., Southern Pacific R. R., Texas & Pacific R. R., New Orleans & North Eastern R. R., New Orleans & Southern R: R.

Manufacturing and Commercial Interests.—A capital of about $21,000,000 is employed in the various manufacturing industries of the city, and about 22,000 hands are in service, receiving in wages about $10,000,000 per annum. The value of the manufactured product is about $35,000,000 per annum. New Orleans is the metropolis of the Gulf States and the great cotton mart of the South. Its imports from foreign ports exceed $10,000,000 per annum, and its exports $80,000,000 per annum, of which about $70,000,000 is in cotton. Grain, cottonseed oil, tobacco and lumber are other important articles of export.

Banking Capital.—There are now (1897) 9 national banks with a combined capital and surplus of $5,313,500; 7 state banks, with capital and surplus of $3,130,571; 4 savings banks, with capital and surplus of $824,034, and 2 private banks. The total banking capital is $9,268,105.

Assessed Valuation.—The assessed valuation of real estate is (1896) $100,529,530. The assessed valuation of the personal property is $40,037,913. The total valuation of real and personal property is $140,567,443.

Municipal Debt.—The municipal debt of the city is (1897) $14,639,050.

Tax Rate.—The city tax rate is (1896) $20 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

New Orleans Traction Co., Ltd.—Chartered Dec., 1892, for 99 years. Annual meeting Jan. 1. This company was organized for the purpose of controlling various street railway properties in New Orleans. The dividends upon its stock are derived from the surplus earnings, over and above interest and guaranteed dividend charges, of the companies which it controls. The company owns a controlling interest in the capital stock of the Crescent City R. R. Co., and of the New Orleans City & Lake R. R. Co.

Capital Stock.—Common stock, authorized and issued, $5,000,000; par value, $100 per share.

6 p. c. cumulative preferred stock, authorized and issued, $2,500,000; par value, $100 per share; redeemable at 110 and accrued dividend at option of company.

Funded Debt.—Collateral trust 6 p. c. bonds, authorized, $1,500,000, issued, $1,214,000, in treasury, $286,000; dated May 1, 1894, due 1899–1904; denom. $1,000; int. payable May and Nov., at office of the company in New York.

Operation.—The following is the operating statement for the New Orleans City & Lake R. R. Co., and the Crescent City R. R. Co.

Year ending Nov. 30,	1895.	1896.
Gross receipts	$1,327,756	$1,334,277
Operating expenses	759,248	778,808
Earnings from operation	568,508	555,469
Deductions from earnin's.		
Interest on bonds	301,055	296,996
Taxes and licenses	89,970	99,949
Sinking fund	29,939	30,012
Betterments	17,229	2,016
Net income	130,315	126,496
Dividends paid	48,817	58,047
Surplus to New Orleans Traction Co.	81,498	68,448
Per cent. op. exp. to gross receipts.	57.2	58.4

STATISTICS OF OPERATION.

Year ending Nov. 30,	1895.	1896.
Passengers carried	25,647,052	25,969,538
Car miles run	8,373,175	8,739,208
Gross receipts per car mile, electric	$.1617	$.1495
" " " " horse	.1124	
" " " " total	.1585	.1526
Operating expen's " " electric	.0869	.0870
" " " " horse	.0947	
" " " " total	.0906	.0891
Net income " " "	.0679	.0635

Note.—The company has guaranteed an 8 p. c. dividend on the outstanding capital stock of the New Orleans City & Lake R. R. Co., and a 6 p. c. dividend on that of the Crescent City R. R. Co.

The collateral trust notes are secured by the deposit of $1,337,100 of the capital stock of the New Orleans City & Lake R. R. Co.; $1,624,700 of the capital stock of the Crescent City R. R. Co. and 3,333 shares of the stock and $500,000 of the bonds of the Louisiana Electric Light Co.

Plant and Equipment.—See leased companies.

Officers.—Pres. R. M. Walmsley, 1st V. Pres. J. C. Denis, 2d V. Pres. Geo. W. Norton, Sec. & Treas. A. H. Ford, Gen. Man. C. D. Wyman, Gen. Supt. B. Willard.

Directors.—Geo. W. Norton, of Louisville, Ky.; Albert Baldwin, R. M. Walmsley, C. D. Wyman, Frank T. Howard, C. H. Hyams, J. C. Denis, of New Orleans.

General Office, New Orleans.

References.—Description of road, Vol. X, Apr., '94, p. 246 (ill.); Vol. X, Souv., '94, p. 38; details of electric railway work, Vol. X, Dec., '94, p. 768 (ill.); description of road (brief.), Vol XII, Oct., '96, p. 607; description of parks, Vol. XIII, Feb. '97, p. 95; operating detail, Vol. XIII, Apr. '97, p. 225 (ill.).

Date of information, May, 1897. a z

New Orleans City & Lake Railroad Co.—Chartered May 17, 1883, and now controlled by the New Orleans Traction Co., Ltd.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share. A controlling interest in this stock is owned by the New Orleans Traction Co., Ltd., which guarantees a dividend of 8 p. c. on the amount outstanding.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $2,599,500; coupon, but may be registered; dated Jan. 2, 1893, due Jan. 1, 1943; denom. $500 and $1,000; int. payable Jan. and July, at office of company and of J. & W. Seligman & Co., of New York; trustees of mortgage, Columbia Finance & Trust Co., of Louisville, Ky.

New Orleans City R. R. Co.'s first mortgage 6 p. c. bonds, outstanding, $399,900; dated 1879, due Dec. 1, 1903; int. payable June and Dec.

Note.—The unissued bonds now in the treasury may be issued for new construction at a rate not exceeding $30,000 per mile of single track.

The railroad company agrees to contribute to a sinking fund $30,000 on July 1, 1898 and annually thereafter, which sums shall be used to purchase or redeem the company's bonds. The latter may be called (by lot) at 110 and interest, for the purposes of the sinking fund.

Dividends, 8 p. c. per annum, payable Jan. 10 and July 10.

Plant and Equipment.—Miles of track, 64.27; operated by electricity, 58.27, by steam, 6; gauge, 5 ft. 2½ in.; 58 lb. to 100 lb. T and girder rail; 187 cars, of which 136 are motor cars and 51 steam cars; 7 locomotives; Gen. Elec. and West. systems, Brill and American cars.

Officers.—Pres. A. Baldwin, Pres. pro tem. R. M. Walmsley, Sec. & Treas. A. H. Ford, Gen. Man. C. D. Wyman, Gen. Supt. B. Willard.

Directors.—Albert Baldwin, J. C. Denis, C. M. Soria, R. M. Walmsley, Frank T. Howard, John W. Castles, C. H. Hyams, John D. Taggart, R. E. Craig, C. Eustis, J. B. Levert, A. B. Wheeler.

General Office, 620 Canal St., New Orleans, La.

Reference.—Annual report, Vol. IX, Mar., '93, p. 198.

Date of information, May, 1897. a d z

Crescent City Railroad Co.—Chartered Aug. 30, 1866, and now controlled by the New Orleans Traction Co., Ltd.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share. A controlling interest in this stock is owned by the New Orleans Traction Co., which guarantees a 6 p. c. dividend upon the amount outstanding.

Funded Debt.—First mortgage 6 p. c. bonds, $50,000, dated 1883, due 1899; int. payable May and Nov.

Consolidated mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $3,000,000; coupon, but may be registered; dated July 1, 1893, due 1943; denom. $500 and $1,000; int. payable Jan. and July, at office of company, and of J. & W. Seligman & Co., of New York; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Note.—The unissued bonds now in the treasury may be issued for new construction at a rate not exceeding $30,000 per mile of single track.

The railroad company agrees to contribute to a sinking fund $30,000 on July 1, 1898 and annually thereafter, which sums shall be used to purchase or redeem the company's bonds. The latter may be called (by lot) at 110 and interest, for the purposes of the sinking fund.

Dividends.—6 p. c. per annum, payable Jan. 10, and July 10.

Plant and Equipment.—Miles of track (electric), 50.58; gauge, 5 ft. 2½ in.; 58 lb. 90 lb. 93 lb. and 100 lb. T and girder rail; 139 motor cars; Gen. Elec. and West. motors, Brill, Pullman and St. Louis cars.

Officers.—Pres. J. C. Denis, Pres. pro tem. R. M. Walmsley, Sec. & Treas. A. H. Ford, Gen. Man. C. D. Wyman, Gen. Supt. B. Willard.

Directors.—R. M. Walmsley, J. C. Denis, Albert Baldwin, A. J. La Place, A. B. Wheeler, S. P. Walmsley, Frank I. Howard.

General Office, 620 Canal St., New Orleans, La.

Date of information, May, 1897. a z

New Orleans & Carrollton Railroad Co.—Chartered (originally), Feb. 9, 1833; charter renewed 1883 for 99 years. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $250,000; dated 1882, due 1897–1906; int. payable Feb. and Aug., at Hibernia National Bank, of New Orleans.

Second mortgage 6 p. c. gold bonds, $350,000; dated, 1893, due 1905–6–7; int. payable Feb. and Aug., at Hibernia National Bank, of New Orleans,

Dividends.—In 1894, 6 p. c.; in 1895, 6 p. c.; in Jan, 1896, 1½ p. c. in Jan. 1897, 1½ p. c.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.
Gross receipts	$535,169	$441,900	$431,414
Operating expenses		262,000	261,897
Earnings from operation		179,900	169,517

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T and girder rail; 90 motor cars; Rankin & Fritsch and Lane & Bodley Corliss engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

Officers.—Pres. & Man. J. Lenes, Sec. & Treas. Walter V. Crouch, Ch. Engr. of Power House E. Rey.

Directors.—Jos. Lenes, J. N. Avegno, G. Sarpy, W. U. Rosenthal, Jacob Bloch, Thos. J. Feibleman, B. M. Harrod, G. H. Vennard, S. M. March.

General Office, Jeannette and Dublin Sts.

References.—Description of road, Vol. IX, Mar., '93, p. 178 (ill.); Vol. IX, May, '93, p. 283 (ill.); Vol. X, May, '94, p. 301 (ill.); Vol. X, Souv., '94, p. 40 (ill.).

Date of information, May, 1897. a d z

St. Charles Street Railroad Co.—Chartered Sept. 27, 1866, and renewed in 1881. Annual meeting second Monday in Jan.

Capital Stock, authorized, $1,000,000, issued, $953,300; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $300,000, outstanding, $75,000; coupon, but may be registered; dated June 1, 1881, due $15,000 per annum on June 1 1897-1901; denom. $1,000; int. payable June and Dec., in New Orleans and at National Bank of Commerce, New York.

Dividends.—In 1894, 8 p. c.; in 1895, 2 p. c.; in 1896, 6 p. c.

Plant and Equipment.—Miles of track (electric), 12; gauge, 5 ft. 2⅜ in.; 90 lb. girder rail; 40 motor cars; Pullman cars.

Officers.—Pres. & Supt. Alden McLellan, Sec. N. Riviere.

Directors.—H. C. Boucher, Edw. Toby, John W. Fairfax, E. S. Reems, H. D. Hart, A. G. Phelps, Alden McLellan.

General Office, cor. Marigny and Decatur Sts.

Reference.—Increase of stock, Vol. IX, Sept., '93, p. 616.

Date of information, Apr., 1897. a z

Canal & Claiborne Railroad Co.—Chartered June 26, 1888. Annual meeting third Monday in Jan. This company in 1896 purchased from the city of New Orleans an extension of its franchise for fifty years from the date of the expiration of the present one, in 1912, and is now changed to electricity.

Capital Stock, authorized and issued, $240,000; par value, $40 per share.

Funded Debt.—Construction mortgage 6 p. c. bonds, authorized and issued (see Note), $800,000; due 1946; denom. $500 and $1,000; int. payable May and Nov. at office of the company.

Note.—These bonds have been issued to take up outstanding bonds of a prior issue, to the amount of $150,000.

Dividends of 5 p. c. per annum have been paid since 1892.

Plant and Equipment.—Miles of track, authorized by franchise, 56; operated by horses, 4; constructed for electric service, 16; gauge, 4 ft. 8½ in.; 70 lb. girder and T rail; 25 horses, 40 cars, of which 5 are horse cars and 35 motor cars; Allis engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

Officers.—Pres., Gen. Man. & Supt. Jos. H. De Grange, Sec. B J. De Grange, Engrs. Ford, Bacon & Davis.

Directors.—Jos. H. De Grange, J. W. Castles, I. S. West, J. K. Newman, Harris Hyman, L. Fabacher, C. H. C. Brown.

General Office, 107 Camp St.

References.—Description of road, Vol. X, May, '94, p. 305 (ill.); (brief), Vol. X, Souv., '94, p. 41; description of opening of road (brief); Vol. XII, Dec., '96, p. 753; full description of new installation, Vol. XIII, May, '97, p. 265 (ill.).

Date of information, May, 1897. a d z

Algiers, Gouldsboro & Gretna Railway Co.

Capital Stock, $25,000.

Funded Debt, $25,000.

Plant and Equipment.—Miles of track (horse), 3.75; gauge, 3 ft.; 30 lb. T rail; 23 horses, 4 horse cars, Stephenson cars.

Officers.—Pres. Treas. & Supt. A. M. Halliday, V. Pres. Thos. Pickles, Sec. W. Royal.

General Office, Canal St. Ferry.

Reference.—Description of road (brief), Vol. X, May, '94, p. 307.

Date of information, Oct., 1894.

Orleans Railroad Co.—Chartered Jan. 31, 1893.

Capital Stock, authorized, $500,000, issued, $185,000; par value, $50 per share.

Funded Debt.—New issue, 6 p. c. mortgage gold bonds, $300,000 dated Apr. 8, 1895, due 1912; denom. $500 and $1,000; int. payable Jan. and July, at office of company.

Plant and Equipment.—Miles of track (electric), 9.2; gauge, 5 ft. 2½ in.; 93 lb. girder rail; 20 motor cars; Allis engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. B. Beoubay, Sec. & Treas. P. Cougot, Gen. Man. V. L. Willoz, Ch. Engr. of Power Station, O. V. Verneuil.

Directors.—B. Beoubay, J. Marque, S. L. Weil, E. Perrin, L. A. Scherck, John P, Baldwin, G. Esnard.

General Office, Laharpe and White Sts., New Orleans, La.

References.—Description of road (brief), Vol. X, May, '94, p. 307; (brief), Vol. X, Souv., '94, p. 41; Vol. XII. Apr., '96, p. 215 (ill.).

Date of information, May, 1897. d z

NEWPORT, R. I.

Population in 1880, 15,693, in 1890, 19,449.

Newport Street Railway Co.—Chartered July 30, 1888. Annual meeting last Tuesday in Jan.

CAPITAL STOCK.—Common stock, $77,000.

7 p. c. cumulative preferred stock, $30,000. Dividends payable Jan. and July.

FUNDED DEBT, 5 p. c. coupon bonds, $50,000; dated 1890, due 1910; int. payable June and Dec., at office of Industrial Trust Co., of Providence, R. I.

FLOATING DEBT, $8,588.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rcpts. from passengers.	$39,510	$39,004	$35,191	$38,529	$39,519
" other sources	565	587	898	757	910
" total	40,075	39,591	36,089	39,349	40,429
Operating expenses	27,643	31,385	27,873	34,496	29,250
Earnings from oper.	12,432	8,206	8,216	4,853	11,179
Deductions from earn.					
Interest	2,979	2,531	2,563	2,678	3,083
Taxes	610	618	800	870	914
Net income	8,843	5,056	4,853	1,305	7,182
Dividends paid	5,600	7,000	5,950	2,100	5,950
To surplus account	3,243	*1,944	*1,097	*795	1,232

*Deficit.

DIVIDENDS, on preferred stock since 1889, 7 p. c. per annum; on common stock, in 1891, 5 p. c.; in 1892, 7 p. c.; in 1893, 5 p. c.; in 1894, nothing; in 1895, 5 p. c.; in 1896, 5 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.17, of road, 4.17; gauge, 4 ft. 8½ in.; 45 lb. T rail; 15 cars, of which 9 are motor cars and 6 trail cars; Gen. Elec. motors, Ellis and Newburyport cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. A. C. Titus, Sec. & Treas. Francis Burdick, Asst. Man. R. P. Lee, Elecn. G. E. Swan.

DIRECTORS.—A. C. Titus, Augus McLeod, T. T. Pitman, Darius Baker, A. S. Sherman, G. B. Reynolds, George R. Chase.

GENERAL OFFICE, 227 Spring St.

REFERENCES.—Increase of stock, Vol. IX, Mar., '93, p. 198; annual report, Vol. IX, Mar., '93, p. 198.

Date of information, May, 1897. b d z

NEWTON, MASS.

Population of Newton, Waltham and Watertown, in 1880, 34,133, in 1890, 50,159.

Newton Street Railway Co.—Chartered June, 1886. This company operates on the north side of the Boston & Albany R. R. tracks in Newton and serves the villages of Newton, Newtonville and West Newton (all in Newton City), the city of Waltham and the township of Watertown.

CAPITAL STOCK, authorized and issued, $210,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $135,000; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.....	$61,496	$68,108	$68,021	$79,576	$84,287
" other sources..	1,370	3,586	12,739	2,247	2,177
" total.....	62,866	71,694	70,760	81,823	86,464
Operating expenses.....	39,443	46,265	47,033	56,152	65,525
Earnings fr'm operation.	23,423	25,429	23,727	25,671	20,939
Deduct. from earnings.					
Interest.....	7,417	6,046	7,307	7,286	6,904
Taxes.....	783	909	1,507	1,428	1,525
Other deductions...			740		
Net income.....	15,223	18,474	14,173	16,957	12,510
Dividends paid.....	9,450	11,002	12,690	12,967	15,600
To surplus account.....	5,773	7,472	1,484	3,990	*3,090
Total surplus account....	11,764	18,993	20,477	24,867	20,828
P. c. op. exp. to tot. rec..	62.6	64.7	66.5	68.9	76.8

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30.	1895.	1896.
General expenses.....	$11,537	$14,411
Transportation expenses.....	28,799	30,045
Maintenance of way and buildings.....	7,877	9,750
" " equipment.....	7,938	11,319
Total.....	$56,152	$65,525

STATISTICS OF TRAFFIC.

Year ending Sept. 30.	1895.	1896.
Passengers carried.....	1,660,035	1,753,790
Car miles run.....	526,463	541,244
Total receipts per car mile.....	$.251	$.254
Operating expenses per car mile.....	.172	.192

DIVIDENDS.—In 1892, 7 p. c.; in 1893, 1894, 1895 and 1896, 8 p. c.

BALANCE SHEET.—Dated Sept. 30, 1894. 1895. 1896.

ASSETS.

Cost of road.....	$196,725	$219,935	$221,551
Cost of equipment.....	30,731	30,731	31,055
Other permanent investments.....	34,406	35,406	37,305
Cash and current assets.....	2,122	76	10,075
Other assets.....		1,036	
Total.....	$324,042	$351,547	$305,306

LIABILITIES.

Capital stock.....	$155,725	$172,000	$210,000
Funded debt.....	135,000	135,000	135,000
Floating debt.....	6,542	5,000	Nil
Current liabilities.....		14,080	
Profit and loss surplus.....	20,477	24,867	20,828
Total.....	$324,042	$351,547	$305,306

PLANT AND EQUIPMENT.—Miles of track (electric), 10.48; gauge, 4 ft. 8½ in.; 45 lb. and 51 lb. T rail; 30 cars, of which 27 are motor cars and 3 trail cars. Gen. Elec. dynamos and motors. Jones and Newbury-port cars, rent power.

OFFICERS.—Pres. Winthrop Coffin; V. Pres. Ephraim Stearns; Sec. John C. Lane; Treas. Chas. W. Smith; Supt. F. G. L. Henderson.

DIRECTORS.—Winthrop Coffin, of Brookline, Mass.; Chas. W. Smith, Edw. B. Hosmer, of Boston, Mass.; Geo. W. Morse, of Newtonville, Mass.; E. Stearns, T. P. Smith, of Waltham, Mass.; J. W. Weeks, of West Newton, Mass.; S. Harwood, S. Farquhar, of Newton, Mass.

GENERAL OFFICE, West Newton. Treasurer's office, 53 Tremont St., Boston.

REFERENCES.—Annual report, Vol. VIII, Jan., '96, p. 92; Vol. IX, Dec., '95, p. 841; increase of stock, Vol. IX, Apr., '96, p. 870.

Date of information, May, 1897.

Newton & Boston Street Railway Co.—Chartered 1862.

CAPITAL STOCK authorized, $250,000; issued, $210,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds authorized and issued, $135,000; coupon; may be registered; dated Jan. 1, 1893; due Jan. 1, 1923; interest, $6,750 payable Jan. 1 and July 1 at office of American Loan & Trust Co. of Boston, trustee of mortgage.

Real estate mortgage, 5 p. c., $20,000; due Apr. 1, 1897.

OPERATION.—Year ending Sept. 30,

	1893.	1894.	1895.	1896.
Receipts from passengers....	$25,345	$24,184	$27,791	$29,607
" other sources.....	1,363	9,294	2,348	3,419
" total.....	26,708	33,478	30,139	33,026
Operating expenses.....	23,395	25,262	22,526	21,955
Earnings from operation.....	3,313	8,216	7,612	11,071
Deductions from earnings.				
Interest on bonds.....	3,260	6,930	5,000	5,625
" " floating debt...			1,244	1,779
Taxes.....		747	864	769
Net income.....	53	539	504	2,898
Dividends paid.....				1,562
To surplus account.....				1,336
Total surplus account.....	53	592	1,096	2,432
Per cent. op. exp. to total rec.	87.6	75.5	76.4	66.7

OPERATING EXPENSES.

Year ending Sept. 30.	1893.	1894.	1895.	1896.
General expenses.....	$ 5,492	$ 3,695	$ 5,009	$ 3,738
Maint. of way and buildings..	937	1,079	908	668
" " equipment.....	1,104	1,128	1,495	2,580
Transportation expenses.....	15,863	19,359	15,115	14,968
Total.....	$23,396	$25,261	$22,527	$21,955

STATISTICS OF TRAFFIC.

Year ending Sept. 30.	1893.	1894.	1895.	1896.
Passengers carried.....	452,238	494,718	565,958	610,765
Car miles run.....	145,654	154,406	169,593	175,949
Total receipts per car mile....	$.183	$.217	$.177	$.188
Oper. expenses per car mile...	.160	.164	.133	.125

ASSETS.

BALANCE SHEET.—Dated Sept. 30. 1894. 1895. 1896.

Cost of road.....	$117,905	$ 97,697	$126,013
" equipment.....	64,958	82,794	62,927
Other permanent investments.....	63,288	64,737	77,903
Cash and current assets.....	1,440	4,368	5,090
Total.....	$247,592	$249,596	$273,932

LIABILITIES.

Capital stock.....	$100,000	$100,000	$125,000
Funded debt.....	53,500	100,000	125,000
Floating debt.....	63,500	28,500	1,500
Real estate mortgage.....		20,000	20,000
Profit and loss (surplus).....	592	1,096	2,432
Total.....	$247,592	$249,596	$273,932

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. T rail; 20 motor cars; 400 H. P. station plant; West. engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp, Jones and Trimble cars, Bemis trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. H. B. Parker; V. Pres. Austin R. Mitchell; Sec. R. A. Sears; Treas. J. L. Richards; Supt. & Elect. L. H. McLain.

DIRECTORS.—J. W. French, Wm. F. Hammett, S. L. Powers, J. L. Richards, Austin R. Mitchell, H. B. Parker, G. F. Simpson.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Description of power plant, Vol. IX, Apr., '93, p. [illegible].

Date of information, May, 1897.

Newtonville & Watertown Street Railway Co.

CAPITAL STOCK authorized and issued, $[illegible],000, par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30. 1895. 1896.

Receipts from passengers	$ [illegible],555	$ 7,681
" other sources	[illegible]	56
" total	[illegible],582	[illegible],737
Operating expenses	[illegible],530	[illegible],436
Earnings from operation	1,052	301
Deductions from earnings		
Interest on floating debt	425	121
Taxes	476	574
Net income	151	*[illegible]94
Total deficit		[illegible],805
Per cent. op. exp. to total receipts	80.1	88.1

*Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 808	$ 732
Maintenance of way and buildings	221	405
" " equipment	36	65
Transportation expenses	5,534	6,245
Total	$6,599	$7,447

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	171,635	175,246
Car miles run	44,794	45,344

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$56,984	$58,382
Other permanent investments	1,436	1,436
Cash	470	378
Profit and loss (deficit)	1,110	1,805
Total	$60,000	$62,000
LIABILITIES.		
Capital stock	$50,000	$50,000
Floating debt	10,000	12,000
Total	$60,000	$62,000

PLANT AND EQUIPMENT.—Miles of track (electric), 3.3; gauge, 4 ft. 8½ in.; 56 lb. T rail; Gen. Elec. dynamos and motors, Jackson & Sharp cars; rent power.

OFFICERS.—Pres. & Gen. Man. H. B. Parker, Sec. R. A. Sears, Treas. J. L. Richards, Supt. L. H. McLain.

DIRECTORS.—Austin R. Mitchell, J. L. Richards, Wm. F. Hammett, H. B. Parker, S. L. Powers, G. Fred. Simpson, J. W. French.

GENERAL OFFICE, Newtonville, Mass.

Date of information, May, 1897. b d z

Wellesley & Boston Street Railway Co.—This company commenced operation on Aug. 4, 1895.

CAPITAL STOCK, authorized and issued, $40,000; par value, $100 per share.

OPERATION.—Year ending Sept. 30, 1896.

Receipts from passengers	$10,890
" other sources	170
" total	11,060
Operating expenses	8,291
Earnings from operation	2,769
Deductions from earnings.	
Interest	140
Net income	2,629
Dividends paid, 6 p. c.	2,400
To surplus account	229
Total surplus account	1,927

OPERATING EXPENSES.

Year ending Sept. 30, 1896.	
General expenses	$1,076
Maintenance of way and buildings	455
" " equipment	449
Transportation expenses	6,311
Total	$8,291

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.	
Passengers carried	221,415
Car miles run	75,274
Total receipts per car mile	$.147
Operating expenses per car mile	.110

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Cost of road	$28,373	$37,059
" equipment	6,195	6,501
Other permanent investments		122
Cash	7,130	744
Total	$41,698	$44,427
LIABILITIES.		
Capital stock	$40,000	$40,000
Unfunded debt		2,500
Profit and loss (surplus)	1,698	1,927
Total	$41,698	$44,427

PLANT AND EQUIPMENT.—Miles of track, (electric), 2.34; 4 motor cars; Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. H. B. Parker, V. Pres. J. W. French. Sec. R. A. Sears, Treas. J. L. Richards, Supt. L. H. McLain.

DIRECTORS.—H. B. Parker, A. R. Mitchell, J. L. Richards, J. W. French, W. F. Hammett, G. Fred. Simpson, Wm. L. Lowell.

GENERAL OFFICE, Newtonville, Mass.

Date of information, May, 1897. b z

NEW WESTMINSTER, B. C.

New Westminster & Vancouver Tramway Co. (Ltd.)

CAPITAL STOCK, authorized and issued, $1,000,000.

PLANT AND EQUIPMENT.—Miles of track, (electric) 16.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 14 cars, of which 12 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Brill cars, Ball and Ide engines.

OFFICERS.—Pres. D. Oppenheimer, V. Pres. B. Douglas, Sec. Treas. Gen. Man. & Pur. Agt. P. N. Smith, Ch. Engr. Chas. E. Stoess.

DIRECTORS.—J. A. Webster, Isaac Oppenheimer, E. A. Wyld, D. Oppenheimer, B. Douglas.

GENERAL OFFICE, Columbia St.

Date of information, Apr., 1895.

NEW WHATCOM, WASH.

Population in 1890, 2,140.

Bellingham Bay Electric Railway Co.—The property of this company has been leased to the Fair Haven & New Whatcom Ry. Co.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. S. Z. Mitchell, 1st V. Pres. Edward Fischer, 2d V. Pres. T. W. Gillette, Sec. & Man. Norman Tucker, Treas. V. A. Roeder.

Date of information, May, 1897. z

NEW YORK, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—New York is in the southeastern extremity of New York State, on a narrowing peninsula and island lying between the Hudson River on the west and Long Island Sound and the East River on the east. The charter limits of the city include Manhattan Island and a portion of the mainland lying to the north, together with a number of small islands (Governor's, Bedloe's, Ellis, Blackwell's, Ward's and Randall's) in New York Bay and the East River.

Suburbs.—The suburbs of New York City, properly speaking, comprise a large number of cities, towns and villages lying within a radius of forty miles from the City Hall, in New York State, and in New Jersey. Nearly all are connected with the metropolis by street railway lines, in combination with ferries across the East and Hudson Rivers, although probably a majority of suburban residents doing business in New York, are served by the network of steam railroads centering at Jersey City and Hoboken on the west, Brooklyn and Long Island City on the east, and the Grand Central Station, in New York City.

Area.—The area of the 24 wards of the city is now (1897) 23,059 acres, or 37.59 sq. miles, not including Ward's, Blackwell's, Randall's, Riker's, North and South Brother's Islands, belonging to the city, and Governor's and Liberty Islands, belonging to the U. S. Government. The territory recently annexed to the city is estimated at 13,000 acres, or 20.31 sq. miles, making the total area of the city 57.90 sq. miles.

Population.—The population in 1880 was 1,206,299, and in 1890, 1,515,301, an increase of 26 per cent. The population of the "Metropolitan District" including the principal cities and towns within ten miles of the Metropolis was in 1880, about 2,135,000, and in 1890, 2,835,000, an increase of 33 per cent. The total present population of the "Metropolitan District" is approximately 3,000,000.

Railroad and Steamship Connections.—The New York Central & Hudson River R.R., the New York, New Haven & Hartford R. R., the New York & Harlem R. R., and the New York & New England R. R. are the only railroads entering the city proper. The West Shore R. R., the New York, Lake Erie & Western R. R., the New York, Susquehanna & Western R. R., the Delaware, Lackawanna & Western R. R., the Central R. R. of New Jersey, the Philadelphia & Reading R. R., the Pennsylvania R. R., the Baltimore & Ohio R. R. and the Long Island R. R., with their several branch and leased lines terminate at various points around New York Bay and operate ferry lines to the city itself. New York is also the terminus of the Erie Canal, which traverses New York State, and through which, in connection with the Great Lakes, passes a large proportion of the products of the West and Northwest. New York is connected with all important foreign and domestic ports by innumerable lines of steamers and sailing vessels.

Commercial Interests.—About 45 per cent. of the exports from and 65 per cent. of the imports into the United States are sent and received by way of New York, which is, in consequence, the greatest distributing point of the Western hemisphere. In the extent and importance of its commercial and financial transactions, New York is second to London only of the cities of the world. The total value of the imports during the year 1891 was nearly $600,000,000, and of exports about $500,000,000.

Manufacturing Interests.—A capital of about $425,000,000 is employed in the immense and varied manufacturing industries of the city, and almost as much more in the cities and towns within a radius of twenty miles, nearly all of which are tributary to New York markets and dependent upon its capital and business enterprise. About 350,000 hands are employed in New York City, receiving in wages about $230,000,000 per annum, and the value of the manufactured product is about $775,000,000 per annum.

Banking Capital.—There are now (1897) 48 national banks, with a combined capital and surplus of $105,151,000; 43 state banks, with capital and surplus of $25,379,482; 19 trust companies, with capital and surplus of $59,190,042, and 55 private banks. The total banking capital is $189,720,524.

	1880.	1890.	Latest.
Population	1,206,299	1,515,301	1,945,371[a]
Area, in square miles	.....	.....	57.90[b]
Population per sq. mile	.....	.....	32,125[b]
Assessed Valuation.			
Real estate	$	1,398,290,007	1,731,509,143[d]
Personal property	$	298,688,383	374,975,762[d]
Total	$ 1,094,069,335[c]	1,696,978,390	2,106,484,905[d]
" per cap	$ 907	1,120	.....
***Municipal Debt,** net	$ 109,425,414[c]	102,486,073[c]	120,710,525[e]
" " per cap	$ 91	68	.....
Tax Rate, per $1,000	.....	19.70	21.40[d]
Manufacturing Interests.			
No. of establishments	11,339	25,399	.....
Capital invested	$ 181,206,556	420,238,602	.....
" " per cap	$ 150	277	.....
No. of employes	227,352	351,757	.....
Wages per annum	$ 97,030,021	228,537,295	.....
Cost of materials	$ 288,441,691	357,086,305	.....
Value of product	$ 472,926,437	763,833,923	.....
Banking Capital	$	.....	189,720,524[e]
" " per cap	" $	.....	.....

* Including water debt, deducting sinking fund. [a] Estimated by Health Dept. in Sept., 1896. [b] 1895. [c] Census. [d] 1896. [e] 1897.

STREET RAILWAY SYSTEM—Descriptive.

The internal transportation system of New York is divided by the Harlem River into that of Manhattan Island and that of the "Annexed District," so called. Manhattan Island is long and narrow. The southern portion is given over chiefly to business, and the northern to residences. The distances are so great and the principal thoroughfares so crowded that the problem of transportation is most difficult of solution, the existing facilities being taxed to their utmost capacity. The elevated railroads are controlled by one corporation, and operate four substantially parallel lines, extending the entire length of the island. They now carry nearly 200,000,000 passengers per annum, and furnish the principal means of transit between the upper and the lower ends of the island. An immense amount of local or short distance traffic is obtained by a network of surface lines extending through the principal thoroughfares in all directions. A rapid transit commission, appointed by legislative authority, has been grappling with the problem of additional transportation facilities on Manhattan Island.

The "Annexed District" is served by two corporations, one operating all the surface lines by the "trolley" electric system, the other operating an elevated railroad extension of the Manhattan system Further large extensions of the surface lines are contemplated for the immediate future.

An enormous number of passengers are annually transported by the various ferry lines to Brooklyn, Long Island City, Staten Island, Jersey City, Hoboken, etc.

The street railway mileage is controlled as follows.

	Owns	Operates
SURFACE RAILWAYS.		
Metropolitan Traction Co. (controls 159.[illegible] miles)		
Metropolitan Street Ry. Co	43.8	181.1
Broadway & Seventh Ave. R. R. Co	20.[illegible]	
Sixth Avenue R. R. C	11.4	
Eighth Avenue R. R. Co	21.[illegible]	
Ninth Avenue R. R. C	1[illegible]	
Twenty-Third Street Ry. Co	3.[illegible]	
Forty-second St. & Grand St. Ferry R. R. C.	5.0	
Central Park, North & East River R. R. C	2.[illegible]	
Bleecker Street & Fulton Ferry R. R. C	11.	
New York & Harlem R. R. Co	12.3	
Thirty-fourth St. Crosstown Ry. Co	2.5	2.5
Fulton St. R. R. Co	1.0	1.0
Twenty-eighth & Twenty-ninth Sts. Crosstown R. R. Co	4.9	4.9
Second Ave., R. R. Co	31.3	31.3
Third Ave. R. R. Co	28.4	28.4
42d St., Manhattanville & St. N. Ave. Ry. Co	24.9	24.9
Dry Dock, E. Broadway & Battery R. R. Co	20.3	20.3
Central Crosstown R. R. Co	4.2	11.0
Christopher & Tenth St. R. R. Co	6.8	
Union Ry. Co	37.2	53.7
Westchester Electric R. R. Co	16.5	
ELEVATED RAILWAYS.		
Manhattan Ry. Co	102.3	102.3
Total	461.4	461.4

STREET RAILWAY SYSTEM.—Present Companies.

Bleecker Street & Fulton Ferry Railroad Co.—Chartered Dec. 12, 1864. Annual meeting fourth Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally to Twenty third Street Ry. Co. for 99 years), for a rental of $62,500 per annum, equivalent to interest on funded debt, and a dividend of 1½ p. c. on capital stock.

Capital Stock, authorized and issued $900,000; par value, $100 per share. Dividends 1½ p. c., payable Jan. and July.

Funded Debt.—First mortgage 6 p. c., bonds, authorized and issued, $700,000; dated Jan. 1, 1876, due 1900; int. payable Jan. and July.

Balance Sheet.—Dated, June 30, 1896. (Same in 1895).

Assets.		Liabilities.	
Cost of road and equipment	$1,801,932	Capital stock	$900,000
		Funded debt	700,000
		Profit and loss	201,932
Total	$1,801,932	Total	$1,801,932

Plant and Equipment.—Miles of track (horse), owned, 11.04, leased, 3.36, total 14.40.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Date of information, May, 1897. a b z

For map of road see inset between pages 172 and 173.

Broadway & Seventh Avenue Railroad Co.—Chartered May 26, 1864. Annual meeting second Monday in June.

Leased to Metropolitan Street Ry. Co. (originally, on May 13, 1890, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 10 p. c. per annum on the company's capital stock.

Capital Stock, authorized and issued, $2,100,000; par value, $100 per share. A controlling interest in this stock is owned by the Metropolitan Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated June 1, 1884, due 1904; denom. $1,000; int. payable June and Dec.

Second mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1884; due 1914; denom. $1,000; int. payable Jan. and July.

First consolidated mortgage 5 p. c. gold bonds, authorized, $12,500,000, issued, $7,650,000; in escrow (see Note), $4,850,000; coupon, but may be registered; dated Dec. 1, 1893, due 1943; denom. $1,000; int. payable (gold) June and Dec. at office of New York Guarantee & Indemnity Co. of New York, trustee of mortgage. These bonds are listed in the New York Stock Exchange, and guaranteed by the Metropolitan Street Ry. Co.

$1,125,000 of the Broadway Surface R. R. Co's. first mortgage 5 p. c. bonds, authorized and issued, $1,500,000, dated July 1, 1884, due 1924; denom. $1,000; int. payable Jan. and July. The remainder of this issue ($375,000) is guaranteed by the Twenty-third Street Ry. Co.

South Ferry R. R. Co's. first mortgage 5 p. c. bonds, authorized and issued, $350,000; coupon, but may be registered; dated Apr. 1, 1884, due 1919; denom. $1,000; int. payable Apr. and Oct.

Note.—$4,850,000 of the first consolidated mortgage bonds are held in escrow to redeem at maturity the company's first and second mortgage bonds, its guaranteed mortgage obligations, and $375,000 of the Broadway Surface R. R. Co.'s first mortgage bonds now guaranteed principal and interest by the Twenty-third Street Ry. Co. The consolidated mortgage is otherwise a first lien upon the entire line of cable railroad from 59th Street through Seventh Avenue and Broadway to the Battery, upon the power house properties, and upon the company's personal property and equipment. The titles to the power house properties have been insured by the Title Guarantee & Trust Co. of New York, to the amount of $4,000,000.

The company has also guaranteed the interest on the Broadway Surface R. R. Co.'s second mortgage 5 p. c. bonds, authorized and issued, $1,000,000, dated July 1, 1885, due 1905, denom. $1,000; int. payable Jan. and July.

Please note date of information at end of each report.

Dividends.—10 per cent., payable quarterly, in Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Cost of road	$12,025,183	$12,663,950
" equipment	491,506	507,801
Open accounts	52,500	52,500
Total	$12,569,189	$13,224,252
LIABILITIES.		
Capital stock	$ 2,100,000	$ 2,100,000
Funded debt	9,650,000	9,650,000
Dividends unpaid	52,500	52,500
Other assets	766,689	1,421,752
Total	$12,569,189	$13,224,252

Plant.—Miles of track, owned, 20.85; operated, 23.37, of road, 11.08; operated by horses, 13, by cable, 10; gauge, 4 ft. 8½ in.; 47 lb. and 60 lb. rail.

General Office, 621 Broadway.

References.—Description of road, Vol. VIII, Aug., '92, p. 470; Vol. VIII, May, '92, p. 278 (ill.); Vol. X, Feb., '94, p. 106 (ill.); increase of bonds, Jan., '94, p. 78; description of power plant construction, Vol. VIII, June, '92, p. 339 (ill.); Vol. VIII, July, '92, p. 428; at 50th St., Vol. IX, Jan., '93, p. 4 (ill.); at Front St., Vol. IX, Jan., '93, p. 6 (ill.); at Houston St., Vol. IX, Apr., '93, p. 203 (ill.); description of track construction, Vol. VI, Nov., '90, p. 557 (ill.); Vol. VII, June, '91, p. 290 (ill.); Vol. VII, Aug., '91, p. 424 (ill.); Vol. VIII, Feb., '92, p. 66 (ill.); details of construction, Vol. VIII, Nov., '92, p. 688 (ill.); description of curve construction, Vol. IX, June, '93, p. 360 (ill.); description of new car, Vol. IX, Jan., '93, p. 18; description of grip, Vol. IX, Aug., '93, p. 517 (ill.); operating detail, Vol. IX, July, '93, p. 469 (ill.).

Date of information, May, 1897. a z

For map of road see inset between pages 172 and 173.

Central Crosstown Railroad Co.—Chartered, Mar. 28, 1873. Annual meeting first Tuesday in Oct. This company leased the property of the Christopher & Tenth Street R. R. Co., on May 28, 1890, at a rental of 8 per cent. per annum on its capital stock and interest on its funded debt. In May, 1897, it was reported that a controlling interest in the capital stock of this company had been purchased by parties identified with the Metropolitan Traction Co. (For more complete information see Addenda.)

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Dividends.—For the year ending Dec. 31, 1892-3-4-5, 7 p. c.; for the year ending June 30, 1896, 8½ p. c.

Funded Debt.—First mortgage 6 p. c., coupon bonds, authorized and issued $250,000; due Nov. 1, 1922; denom. $1,000; int. payable May and Nov. at office of company.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts from operation	$530,476	$537,948	$541,352	$542,088	$571,303
" other sources	4,412	4,537	4,674	5,403	4,964
" total	534,888	542,485	546,026	547,491	576,267
Operating expenses	366,006	375,017	385,309	379,523	409,774
Earnings from oper'n	168,882	167,468	160,717	167,968	166,493
Deductions from earn.					
Interest on bonds	26,300	28,325	20,738	21,325	15,000
Taxes	44,468	29,342	30,689	16,367	11,653
Rentals	52,000	52,000	39,000	63,834	77,107
Net income	46,115	57,801	70,291	66,442	62,733
Dividends paid, 7 p. c.	42,000	42,000	42,000	42,000	
To surplus account	4,115	15,801	28,291	24,442	
Total surplus account †	11,642	12,916	12,951	17,101	24,115
P.c.op.exp.to tot. recpts.	68.4	69.1	70.4	69.4	71.2

† On June 30, 1892-3-4-5-6.

Balance Sheet.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$761,246	$761,246	$840,000
" equipment	78,754	78,754	
Other permanent investments			1,000
Supplies			8,113
Cash	22,732	39,545	19,672
Stocks and bonds	1,000	1,000	
Open accounts			3,235
Total	$863,732	$880,505	$872,020
LIABILITIES.			
Capital stock	$600,000	$600,000	$600,000
Funded debt	250,000	250,000	250,000
Interest			2,500
Open accounts	2,995	2,860	18,235
Profit and loss (surplus)	10,737	27,685	1,285
Total	$863,732	$880,545	$872,020

Plant and Equipment.

	Owned.	Leased.
Miles of main line	2.035	3.04
" second track	1.968	3.77
" sidings	.191	
Total track (horse)	4.194	6.81

Gauge, 4 ft. 8½ in., 52 lb. rail; 632 horses, 94 horse cars.

Officers.—Pres. Geo. S. Hart, V. Pres. & Treas. E. Burton Hart, Sec. Milton I. Masson.

Directors.—Geo. S. Hart, M. I. Masson, E. B. Hart, J. Benedict, J. W. Sterling, G. W. Linch, J. W. Freeman, C. B. Webster, Geo. Parsons, Sheppard Gandy, Geo. H. Church, Henry P. Hatch.

General Office, 170 Christopher St.

Reference.—Description of road (brief), Vol. VIII, Sept., '92, p. 539.

Date of information, May, 1897. b z y

Central Park, North & East River Railroad Co.—Chartered July 19, 1860. Annual meeting third Tuesday in Oct. This company operates cars over the tracks of the Dry Dock, East Broadway & Battery R. R. Co., under a lease dated Jan. 5, 1878, and pays a rental of $750 per annum. The company has also a perpetual lease of the track of the New York Central & Hudson River R. R. Co. from 30th Street to Canal Street, through 10th Avenue and West Street, and in compensation therefor agrees to keep the pavement in repair, as required by law.

Leased, to the Metropolitan Street Ry. Co. (originally to the Metropolitan Crosstown Ry. Co. on Oct. 14, 1892), for a rental equivalent to 8 p. c. per annum for five years ending Oct. 1, 1897, and 9 p. c. per annum thereafter.

Capital Stock, authorized and issued, $1,800,000; par value, $100 per share. Dividends payable quarterly Jan., Apr., July and Oct. A controlling interest in the stock of this company is owned by the Metropolitan Traction Co.

Funded Debt.—First consolidated mortgage 7 p. c., bonds, authorized and issued, $1,200,000; dated Dec. 1, 1872, due 1902; denom. $1,000; int. payable June and Dec.

Balance Sheet.—Dated June 30, 1896. (Same in 1895.)

Assets.		Liabilities.	
Cost of road	$2,359,537	Capital stock	$1,800,000
" equipment	450,630	Funded debt	1,200,000
Profit and loss	189,833		
Total	$3,000,000	Total	$3,000,000

Plant and Equipment.—Miles of track owned, 20.04, leased, 6.55, total (horse), 26.59.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway, New York.

References.—Description of road (brief), Vol. VIII, Sept., '92, p. 538; Vol. VIII, Sept., '92, p. 539; stables, Vol. VII, Mar., '91, p. 118 (ill.); Vol. VII, Dec., '91, p. 694 (ill.).

Date of information, May, 1897. a b z

For map of road see inset between pages 172 and 173.

The Christopher & Tenth Street Railroad Co.—Chartered Apr. 25, 1873. Annual meeting first Tuesday in June.

Leased on May 1, 1890, to the Central Crosstown R. R. Co. for a rental equivalent to interest on funded debt and a dividend of 8 p. c. on capital stock.

Capital Stock, authorized and issued, $650,000; par value, $100 per share. Dividends 8 p. c., payable quarterly Jan., May, July and Oct.

Funded Debt.—7 p. c. mortgage bonds, $100,000; due Oct. 1, 1898; int. payable Apr. and Oct.

6 p. c. mortgage bonds, $30,000; due Oct. 1, 1898; int. payable Apr. and Oct.

5 p. c. mortgage bonds, $20,000; due Oct. 1, 1898; int. payable Apr. and Oct.

5 p. c. mortgage bonds, $30,000; due Oct. 1, 1898; int. payable Apr. and Oct.

4½ p. c. real estate mortgage, $30,000; due Nov. 1, 1895; int. payable May and Nov.

Balance Sheet.—Dated June 30, 1896. (Same in 1895.)

Assets.		Liabilities.	
Cost of road and equip.	$766,211	Capital stock	$650,000
Real estate	66,700	Funded debt	210,000
Profit and loss (deficit).	27,089		
Total	$860,000	Total	$860,000

Officers.—Pres. Alfred Wagstaff, V. Pres. Geo. H. Prentiss, Sec. & Treas. Geo. W. Linch.

General Office, 168 Christopher St.

Date of information, May, 1897. b z

Please note date of information at end of each report.

Dry Dock, East Broadway & Battery Railroad Co.—Chartered Dec. 8, 1863. Annual meeting second Tuesday in Jan.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share. Dividends paid quarterly Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $920,000; dated Dec. 1, 1892, due 1932; denom. $1,000; int. payable June and Dec., at Fifth National Bank; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

5 p. c. certificates of indebtedness, authorized, $1,200,000, issued, $1,100,000, cancelled, $100,000; dated Feb. 1, 1884, due 1914; denom. $100; int. payable Feb. and Aug., at office of company.

Note.—The unissued treasury bonds may be issued at any time for improvements.

Dividends, in 1891-2, 5 p. c.; in 1892-3, 6 p. c.; in 1893-4, 2½ p. c.; n 1894-5. 4½ p. c.; in 1895-6, 6 p. c.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts from operat'n.	$731,062	$680,205	$675,305	$737,946	$717,262
" other sources.	11,793	41,574	16,556	10,497	11,617
" total.....	742,855	721,779	691,861	748,443	728,879
Operating expenses....	521,660	541,296	465,236	557,074	531,862
Earnings from operat'n	221,195	180,484	226,626	191,369	197,017
Deductions from earn.					
Interest.....	120,160	100,326	128,067	99,323	100,414
Taxes.....	37,834	34,888	34,753	34,528	29,366
Rentals.....	5,584	4,200	8,603	4,261	4,794
Net income.....	57,617	41,068	55,202	53,256	62,443
Dividends paid †	60,000	72,000	30,000	54,000	72,000
Per cent. op. exp. to total receipts.....	70.2	75.0	67.2	74.5	72.8

† For years ending June 30, 1892-3-4-5-6.

Balance Sheet.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment.....	$3,127,734	$3,156,931	$3,161,065
Supplies.....	44,099	45,179	47,363
Open accounts.....	5,648		19,093
Cash.....	35,753	8,130	11,767
Other assets.....	3,079	10,929	
Profit and loss (deficit).....		10,166	23,693
Total.....	$3,216,312	$3,231,335	$3,262,981
LIABILITIES.			
Capital stock.....	$1,200,000	$1,200,000	$1,200,000
Funded debt.....	885,000	900,000	935,000
Cert. of indebtedness.....	1,100,000	1,100,000	1,100,000
Accrued interest.....	26,381	26,631	26,569
Open accounts.....	928		1,412
Other liabilities.....	3,889	4,704	
Profit and loss (surplus).....	114		
Total	$3,216,312	$3,231,335	$3,262,981

Plant and Equipment.—Miles of track (horse), 20.26; gauge, 4 ft. 8½ in.; 47 lb. 60 lb. and 90 lb. c. and s. b. rail; 1,066 horses, 167 horse cars.

Officers.—Pres. Gustav E. Kissel, V. Pres. H. C. Rosenbaum, Sec. E. T. Landon, Treas. J. Byrnes, Supt. Geo. W. Linch.

Directors.—Gustav E. Kissel, J. Byrnes, G. H. Prentiss, S. Mehrbach, H. Steers, J. H. Waydell, M. Feuchtwanger, S. Danzig, M. S. Driggs, H. S. Rosenbaum, N. L. Zabriskie, H. A. Morgan, J. B. M. Grosvenor.

General Office, 605 Grand St.

References.—Description of road, Vol. VIII. Sept., '92, p. 538; stables and car house, Vol. VII, Jan., '91, p. 25 (ill.); new car, Vol. XII, June, '96, p. 360 (ill.).

Date of information, May, 1897. b d z y

Eighth Avenue Railroad Co.—Chartered Jan. 10, 1855. Annual meeting second Wednesday in Jan. In Jan., 1896, this company leased its property to the Metropolitan Street Ry. Co., for 99 years, at a rental of $215,000 per annum, and a guarantee by the lessee to spend $1,000,000 for improvements in 1895-6, the betterments to revert to the lessors at expiration of lease. The lessee also pays taxes.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share. Dividends payable quarterly Jan., Apr., July and Oct.

Funded Debt.—6 p. c. certificate of indebtedness, $1,000,000; dated Feb. 1, 1884, due, 1914; int. payable Feb. and Aug.

Operation.—Included in report of Metropolitan Street Ry. Co.

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$1,316,658	$1,318,883	$1,318,935
Cost of equipment.....	335,294	342,394	342,394
Stock of other companies.....	4,880	4,880	4,880
Bonds " "	250,000	250,000	250,000
Cash.....	27,324	17,376	8,256
Loans.....	87,500	55,000	
Open accounts.....	3,700	2,200	
Supplies.....	16,628	20,278	14,255
Profit and loss (deficit).....		13,989	86,279
Total.....	$2,041,984	$2,025,000	$2,025,000
LIABILITIES.			
Capital stock.....	$1,000,000	$1,000,000	$1,000,000
Funded debt.....	1,000,000	1,000,000	$1,000,000
Accrued interest.....	25,000	25,000	25,000
Profit and loss (surplus).....	16,984		
Total.....	$2,041,984	$2,025,000	$2,025,000

Plant and Equipment.—Miles of track (horse) 21.1; gauge, 4 ft. 8½ in.; 60 lb. rail; 1,295 horses, 212 horse cars.

Officers.—Pres. Jacob Hays, Sec. & Treas. Jas. G. Affleck.

Directors.—G. Law, J. Hays, E. St.J. Hays, J. H. Goodwin, O. W. Randall, J. J. O'Donohue, J. Pettigrew, of Springfield, Mass.; J. Tate, of Staten Island, N. Y.; W. Ravesteyn, of Brooklyn; J. Englis, of Brooklyn; G. G. Wright, of Cambridge, N. Y; J. Affleck, of Yonkers, N. Y.; J. G. Affleck, of Yonkers, N. Y.

General Office, 8th Ave. and 50th St.

Reference.—Description of road, Vol. VIII, Sept., '92, p. 538.

Date of information, May, 1897. a d z

For map of road see inset between pages 172 and 173.

Forty-second Street & Grand Street Ferry Railroad Co.—Chartered, Feb. 16, 1862. Annual meeting second Tuesday in Mar.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 6, 1893, to the Metropolitan Crosstown Ry. Co.), for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized, $750,000, issued and outstanding, $748,000; par value, $100 per share; dividends payable quarterly in Feb., May, Aug. and Nov. A controlling interest in this stock is owned by the Metropolitan Traction Co.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $250,000, issued, $236,000; matured Apr. 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Apr. and Oct.

Balance Sheet.—Dated June 30, 1896. (Same in 1895.)

Assets.		Liabilities.	
Cost of road.....	$ 913,045	Capital Stock.....	$ 748,000
" equipment....	119,075	Funded debt.....	236,000
		Profit and loss (surpl's)	48,121
Total.....	$1,032,121	Total.....	$1,032,121

Plant and Equipment.—Miles of track (horse) owned, 7.96, leased, 1.85, total track operated, 9.81.

Officers.—Same as Metropolitan Street Ry. Co.

Date of information, May, 1897. a b z

For map of road see inset between pages 172 and 173.

The Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co.—Chartered, Aug. 29, 1878. Annual meeting third Thursday in Jan. In Nov., 1895, a controlling interest in this property was purchased by the Third Avenue R. R. Co.

Capital Stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $1,200,000; dated Mar. 1, 1880, due 1910; denom. $1,000; int. payable Mar. and Sept. at office of Union Trust Co., of New York. trustee of mortgage.

Second mortgage 6 p. c., income bonds, authorized and issued, $1,500,000; dated Jan. 1, 1885, due 1915; denom. $1,000; int. payable, if earned, Jan. and July.

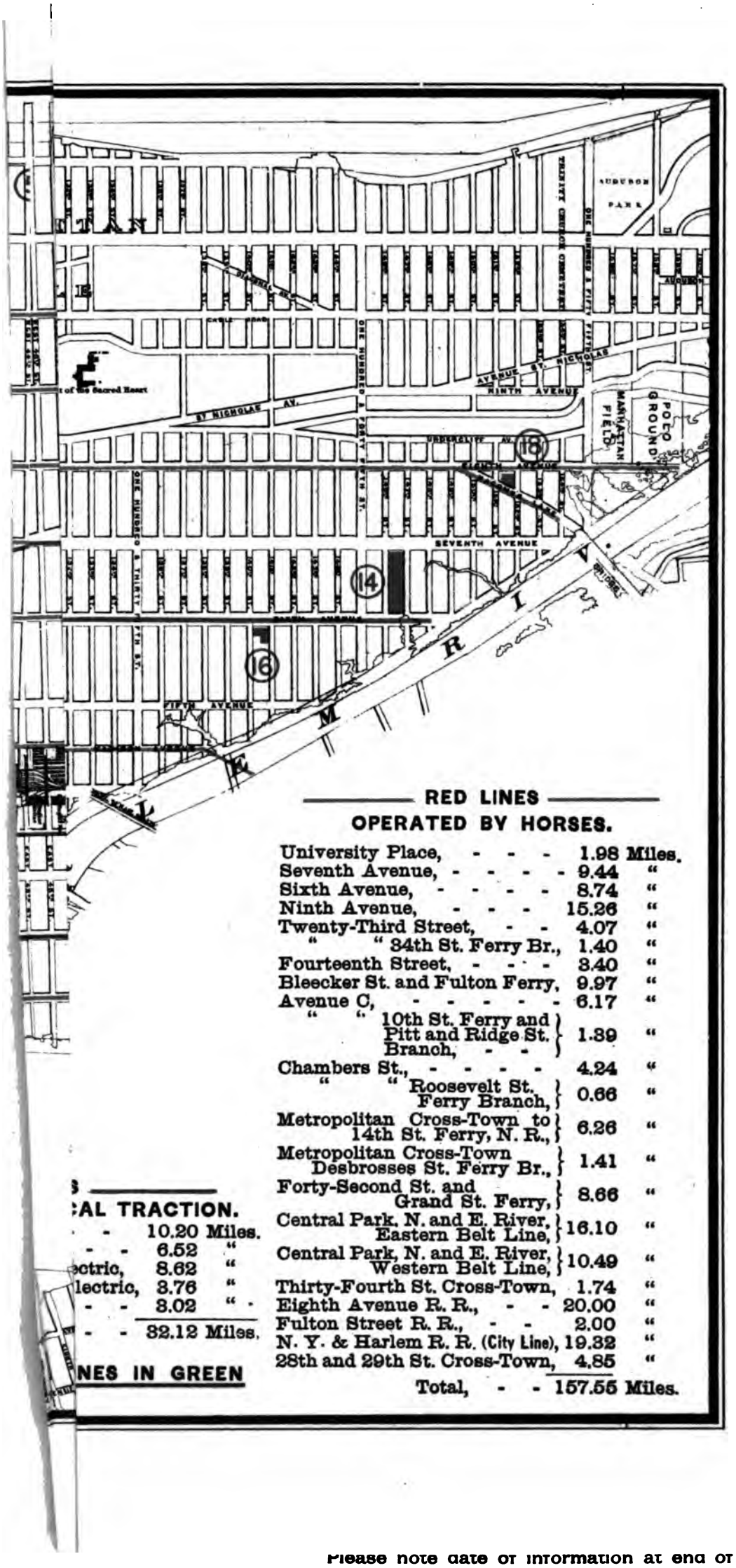
5 p. c. real estate mortgage, $100,000.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rec. from oper'n..	$641,526	$667,939	$641,347	$622,337	$710,501
" other scs.	2,545	2,814	3,783	4,000	5,125
" total.....	644,071	670,753	645,130	626,337	715,626
Operating expenses	461,635	574,267	517,445	527,155	570,074
Earn. from oper'n.	182,436	96,486	127,685	99,182	145,552
Deduct. from earn.					
Int. on bonds....	72,000	72,000	72,000	72,000	72,000
Taxes.....	46,393	36,000	36,000	36,000	36,000
Rentals.....	9,717	9,871	9,804	9,800	8,600
Other deduct...	5,033	5,000	5,000	5,000	3,750
Net income.....	49,293	‡26,385	4,881	‡23,619	25,202
P. c. op. exp. to tot. receipts.....	71.7	85.6	80.2	84.2	79.7

‡ Deficit.

Please note date of information at end of each report.



RED LINES
OPERATED BY HORSES.

University Place,	1.98	Miles.
Seventh Avenue,	9.44	"
Sixth Avenue,	8.74	"
Ninth Avenue,	15.26	"
Twenty-Third Street,	4.07	"
" " 34th St. Ferry Br.,	1.40	"
Fourteenth Street,	3.40	"
Bleecker St. and Fulton Ferry,	9.97	"
Avenue C,	6.17	"
" " 10th St. Ferry and Pitt and Ridge St. Branch,	1.39	"
Chambers St.,	4.24	"
" " Roosevelt St. Ferry Branch,	0.66	"
Metropolitan Cross-Town to 14th St. Ferry, N. R.,	6.26	"
Metropolitan Cross-Town Desbrosses St. Ferry Br.,	1.41	"
Forty-Second St. and Grand St. Ferry,	8.66	"
Central Park, N. and E. River, Eastern Belt Line,	16.10	"
Central Park, N. and E. River, Western Belt Line,	10.49	"
Thirty-Fourth St. Cross-Town,	1.74	"
Eighth Avenue R. R.,	20.00	"
Fulton Street R. R.,	2.00	"
N. Y. & Harlem R. R. (City Line),	19.32	"
28th and 29th St. Cross-Town,	4.85	"
Total,	157.55	Miles.

AL TRACTION.

	10.20	Miles.
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ctric,	8.62	"
lectric,	3.76	"
	3.02	"
	32.12	Miles.

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Balance Sheet.—Dated Dec, 31, 1894. 1895. 1896.

ASSETS.

Road and equipment	$5,344,218	$5,355,833	$5,380,908
Stocks and bonds	1,500	1,500	1,500
Supplies	12,556	13,943	8,483
Open accounts	7,040	6,846	35,451
Cash	1,693	2,355	3,237
Profit and loss (deficit)	51,375	74,994	49,791
Total	$5,418,383	$5,455,471	$5,479,370

LIABILITIES.

Capital stock	$2,500,000	$2,500,000	$2,500,000
Funded debt	2,700,000	2,700,000	2,700,000
Bills payable	135,000	145,000	175,000
Accrued interest	24,000	24,000	24,000
Wages and supplies	29,030	51,380	59,379
Open accounts	30,353	35,091	20,991
Total	$5,418,383	$5,455,471	$5,479,370

Plant and Equipment.—Miles of track (horse), 24.9, of road, 12.45; gauge, 4 ft. 8½ in.; 47 lb. to 60 lb. T and tram rail; 1,247 horses, 208 cars, Brill, Lewis & Fowler and Stephenson cars.

Officers.—Pres. A. J. Elias, V. Pres. Henry Hart, Sec. & Treas. D. C. Andrews, Supt. Thos. W. Paddock.

Directors.—Henry Hart, S. S. Riker, E. Lehman, R. W. Tailor, J. E. Parsons, Edw. Lauterbach, Abraham Ayres, W. H. Webb, S. Townsend, Chas. Remsen, H. Iden, A. J. Elias, D. C. Andrews.

General Office, 118 E. 42d St.

Reference.—Description of road, Vol. VIII, Sept., '92, p. 539.

Date of information, May, 1897. b d z

Fulton Street Railroad Co.—Chartered Oct. 29, 1895, as the successor to the North & East River R. R. Co. The entire capital stock of this company is owned by the Metropolitan Traction Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $500,000 dated Nov. 1, 1895, due 1995; coupon, but may registered; int. payable May and Nov. at office of Guaranty Trust Co. of New York. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

Operation.—

	7 mos. ending June 30, 1896.	9 mos. ending Mar. 31, 1897.
Gross receipts	$29,567	$45,613
Operating expenses	25,073	26,155
Earnings from operation	4,494	19,458
Deductions from earnings.		
Interest	3,333	15,000
Taxes	1,202	2,828
Net surplus	*42	1,630

* Deficit.

Balance Sheet.—Dated June 30, 1896. Mar. 31, 1897.

ASSETS.

Cost of road and equip	$1,000,000	$1,004,694
Cash	4,897	7,224
Open accounts	30	684
Profit and loss (deficit)	42	
Total	$1,004,969	$1,012,604

LIABILITIES.

Capital stock	$ 500,000	$ 500,000
Funded debt	500,000	500,000
Accrued interest and taxes	4,535	10,974
Rent	433	
Profit and loss (surplus)		1,630
Total	$1,004,969	$1,012,604

Plant and Equipment.—Miles of track owned, 1, leased, 1, total track (horse), 2; gauge, 4 ft. 8½ in.; 45 lb. tram rail; 54 horses, 12 horse cars.

Officers.—Pres. Frederic Vieweg, Sec. & Treas. E. K. Lynch.

Directors.—Frederic Vieweg, E. K. Lynch, J. T. Little, Jr., J. B. Ker, A. F. McCabe, Oren Root, Jr., H. A. G. Taylor, W. D. Davies, Geo. R. Warden.

General Office, 621 Broadway.

Date of information, May, 1897. a b z

For map of road see inset between pages 172 and 173.

Fulton, Wall Street & Cortlandt Street Ferries Railroad Co.—Chartered June 20, 1885. This company has defaulted on the interest of its bonds and foreclosure proceedings have been instituted. Construction work has not yet been commenced.

Capital Stock, authorized, $700,000, issued, $687,700; par value, $100.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $500,000; due Jan., 1917; int. payable Jan. and July.

Officers.—Pres. Edw. Kearney, Sec. B. F. de Frece.

General Office, 45 William St.

Date of information, May, 1897. a b y

Manhattan Railway Co.—Chartered Dec. 29, 1875. Annual meeting second Wednesday in Nov. On May 20, 1879, the company leased the lines of the New York Elevated R. R. Co. and the Metropolitan Elevated Ry. Co., and on June 4, 1891, the lines of the Suburban Rapid Transit Co. The entire outstanding stock of these three companies has now been exchanged for that of the Manhattan Ry. Co., and the three companies named have been consolidated with the company. The company now owns and operates all the elevated railroads in New York City.

Capital Stock, authorized and issued, $30,000,000; par value, $100 per share. Dividends payable quarterly in Jan., Apr., July and Oct., at 195 Broadway, New York.

Funded Debt.—First consolidated mortgage 4 p. c., gold bonds, authorized (present mileage), $40,000,000, issued, $23,431,000, in escrow (see Note), $15,818,000; coupon, but may be registered; dated Apr. 1, 1890, due 1990; denom. $1,000; int. payable Apr. and Oct., at office of company; trustee of mortgage, Central Trust Co. of New York.

METROPOLITAN ELEVATED RY. CO.

First mortgage 6 p. c. gold bonds, outstanding, $10,818,000; coupon, but may be registered; dated, July 1, 1878, due 1908; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, outstanding, $4,000,000; coupon, but may be registered; dated Nov. 1, 1879, due 1899; denom. $1,000; int. payable May and Nov., at office of Mercantile Trust Co. of New York, trustee of mortgage.

NEW YORK ELEVATED RY. CO.

5 p. c. debenture bonds outstanding, $1,000,000; dated Mar. 1, 1886, due 1916; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co. of New York.

Note.—$15,818,000 of the consolidated mortgage bonds are held in escrow to retire the bond issues of constituent corporations assumed by the Manhattan Ry. Co.

Consolidated mortgage bonds may be issued in excess of $40,000,000 for extensions of mileage only, at a rate not exceeding $300,000 per mile of single track and $600,000 per mile of double track.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. from op.	$8,219,784	$10,763,185	$9,613,525	$9,402,775	$9,128,112
" other sources	105,111	140,000	340,315	328,438	185,773
" total	8,324,895	10,903,185	9,953,840	9,731,213	9,313,885
Oper. expenses	4,151,056	5,573,978	5,446,029	5,533,959	5,410,463
Earn. from op.	4,173,840	5,329,207	4,507,811	4,197,254	3,903,422
Deductions.					
Int. on bonds.	1,511,095	2,006,035	2,005,559	2,315,582	2,638,059
Taxes	429,579	626,252	668,490	672,315	
Rentals	12,000	7,500			
Net income	2,221,166	9,420	1,833,762	1,209,087	1,265,363
Divs. paid 6 p. c.	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000
To surplus acc.	421,166	889,420	33,762	†590,913	†534,637
P. c. op. exp. to total receipts.	49.8	51.1	54.7	56.8	58.1

† Deficit.

OPERATING EXPENSES.

Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Maint. of way & structures	$525,164	$ 588,801	$ 639,701	$ 548,521	$ 562,984
Maint. of equipm	747,743	672,361	714,318	631,509	680,389
Cond. transp't'n,	3,602,967	3,728,209	3,638,714	3,890,710	3,937,936
Gen. expenses	549,474	596,930	539,307	343,224	349,649
Total	$5,425,348	$5,586,301	$5,532,040	$5,413,964	$5,530,958

STATISTICS OF OPERATION.

Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Pass. car.	213,692,745	221,407,197	202,751,532	187,614,985	185,138,636
Tr mileage	9,106,876	9,170,940	9,026,586	9,275,558	9,827,702
Gr. earngs p. tr. mile	$1.20	$1.24	$1.17	$1.05	$.98
Gr.op.exp. p. tr. mile	.62	.64	.64	.60	.58
Op. exp. p. pass. car'd	.0254	.0252	.0272	.0288	.0299

Please note date of information at end of each report.

Dividends.—1884, 3 p. c., in 1885–6–7, 6 p. c., in 1888, 5 p. c., in 1889, 1 in cash and 4½ in scrip, in 1890, 4½ in cash and 1½ in scrip, in 1891–2–3–4–5–6, 6 p. c.

Balance Sheet.—Dated Dec. 31.

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$55,332,241	$57,323,691	$58,397,081
Cost of leases	14,014,000	14,014,000	14,014,000
Real estate	2,369,061	2,558,895	2,569,460
Supplies on hand	247,076	247,815	257,156
Cash assets	108,782	144,230	238,153
Other assets	533,618	393,865	504,769
Estate Jay Gould, suretyship	300,000	300,000	300,000
Redemption of N. Y. Elev. 1st mortgage bonds		6,840,546	89,574
Total	$72,904,778	$81,823,042	$76,370,193
LIABILITIES.			
Capital stock	$30,000,000	$30,000,000	$30,000,000
Funded debt	36,089,000	45,285,000	39,546,000
Int. on fund. debt due & accrued	176,853	514,197	354,481
Dividends unpaid	18,865	7,361	32,370
Due for wages and supplies	446,029	470,347	944.500
Other liabilities	766,135	729,155	1,210,495
Profit and loss (surplus)	5,407,895	4,816,982	4,282,347
Total	$72,904,778	$81,823,042	$76,370,193

Plant and Equipment.—Miles of track (elevated steam), 102.26, of road, 36.14; gauge, 4 ft. 8½ in.; 50 lb. to 90 lb. T rail; 1,122 cars, 334 locomotives.

Officers.—Pres. G. J. Gould, Sec. & Treas. D. W. McWilliams, Gen. Man. Wm. J. Fransioli, Audr. E. F. J. Gaynor, Ticket Agt. C. P. McFaddin, Ch. Engr. J. Waterhouse, Asst. Engr. L. Moss, Master Mechanic M. McNally.

Directors.—J. Eastman of Tarrytown, N. Y.; G. J. Gould, of Lakewood, N. J.; E. Gould, of Tarrytown, N. Y.; H. Gould, of Tarrytown, N. Y.; R. M. Gallaway, G. P. Morosini, D. Mackay, Russell Sage, S. Sloan, W. B. Smith.

General Office, 195 Broadway.

References.—Description of terminal and coaling plant, Vol. X, Feb., '94, p. 82 (ill.); operating detail, Vol. X, Dec., '94, p. 771 (ill.). report of accidents, Vol. VIII, Aug., '92, p. 459; description of road (brief) Vol. XII, Oct, '96, p. 602.

Date of information, May, 1897. a z

Metropolitan Street Railway Co.—On Dec. 12, 1893, the Houston, West Street & Pavonia Ferry R. R. Co., the South Ferry Ry. Co. and the Broadway R. R. Co. were consolidated into the Metropolitan Street Ry. Co. (charter dated Nov. 29, 1893); and on May 28, 1894, there was a further consolidation of the Metropolitan Street Ry. Co., the Metropolitan Crosstown Ry. Co. and the Lexington Avenue & Pavonia Ferry R. R. Co., the new charter being dated May 18, 1894. On Nov. 17, 1895, the Columbus & Ninth Ave. R. R. Co. was consolidated with the company.

The company leases and operates 18 street railway properties in New York City (see Metropolitan Traction Co.), having an aggregate mileage (including its own) of 181.08 miles of track, being nearly the entire surface railway system in New York City controlled by the Metropolitan Traction Co.

Capital Stock, authorized and issued, $30,000,000; par value. $100 per share, all owned by, and in the treasury of the Metropolitan Traction Co.

Funded Debt.—The direct funded indebtedness of the six constituent companies, now assumed by the Metropolitan Street Ry. Co., (not including the bonds of the Broadway Surface R. R. Co. [$2,500,000] and the South Ferry Ry. Co. [$350,000], which are assumed, principal and interest, by the Broadway & Seventh Avenue R. R. Co. and the Twenty-third Street R. R. Co.) is $9,400,000, as follows:

First mortgage 5 p. c. bonds, authorized and issued, $500,000; dated July 1. 1894, due 1904; denom. $1,000; interest payable Jan. and July.

Metropolitan Crosstown Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $600,000; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct.

Metropolitan Crosstown Ry. Co.'s second mortgage 5 p. c. bonds, authorized and issued, $300,000; dated May 1, 1890, due 1900; denom. $1,000; int. payable May and Nov.

Lexington Avenue & Pavonia Ferry Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable in gold Mar. and Sept. at office of Central Trust Co., of New York, trustee of mortgage.

Columbus & Ninth Ave. R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $3,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable Mar. and Sept. at the New York Guarantee & Indemnity Co., trustee of mortgage.

The funded indebtedness of the companies leased to and operated by the Metropolitan Street Ry. Co., interest on which has to be met out of the latter's earnings from operation (see "Deductions from Earnings"), is $16,036,000, as follows:

Broadway & Seventh Avenue R. R. Co., (including Broadway Surface R. R. Co.'s bonds, *$2,500,000, and South Ferry Ry. Co.'s bonds, $350,000)	$12,500,000
Twenty-third Street R. R. Co.	400,000
Forty-second Street & Grand Street Ferry R. R. Co.	236,000
Central Park, North & East River R. R. Co.	1,200,000
Bleecker Street & Fulton Ferry R. R. Co.	700,000
Eighth Avenue R. R. Co.	1,000,000
Total	$16,036,000

For detailed description of these mortgage bond issues see reports of the several companies.

* As stated elsewhere, $1,500,000 only of these bonds are guaranteed as to principal by the Broadway & Seventh Ave. R. R. Co., the remainder being guaranteed by the Twenty-third St. R. R. Co. Nevertheless, $2,500,000 of the Broadway & Seventh Ave. R. R. Co.'s first mortgage bonds are in escrow to meet the entire issue.

Operation.—The following is a combination report of all the properties now leased to, and operated by, the Metropolitan Street Ry. Co. for the

Years ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rec. from pass.	$6,927,227	$7,224,954	$7,193,176	$7,232,144	$8,501,222
" other	162,649	131,179	120,382	363,696	821,109
" total	7,089,876	7,356,133	7,313,558	7,595,840	9,322,331
Oper. expenses	4,897,897	4,903,944	4,490,771	4,474,866	4,885,196
Earn. from op.	2,191,978	2,452,190	2,822,787	3,120,974	4,437,134
Deduc. fr. earn.					
Taxes			397,455	394,302	494,350
Int. on bonds			139,248	130,738	417,500
Rentals			1,453,858	1,625,300	1,714,050
Net income			832,227	970,634	1,811,234
P. c. op. exp. to total receipts	69.1	66.7	61.4	58.9	52.4

LATER EARNINGS.

Nine months ending Mar. 31,	1896.	1897.
Total receipts	$5,594,257	$7,220,497
Operating expenses	2,970,525	3,757,588
Earnings from operation	2,623,732	3,462,909
Fixed charges	1,816,241	2,410,257
Net income	807,491	1,052,652

Deductions from Earnings.—The interest upon the outstanding mortgage and debenture bonds of the Metropolitan Street Ry. Co. and all its leased properties is $1,317,660, as follows:

Metropolitan Street Ry. Co. direct	$ 470,000
Broadway & Seventh Avenue R. R. Co.	625,000
Twenty-third Street Ry. Co.	22,500
Forty-second Street & Grand Street Ferry R. R. Co.	14,160
Central Park, North & East River R. R. Co.	84,000
Bleecker Street & Fulton Ferry R. R. Co.	42,000
Eighth Avenue R. R. Co.	60,000
Total	$1,317,660

The rentals (exclusive of interest on funded debt), paid by the Metropolitan Street Ry. Co. to the companies which it leases (a large proportion of which rentals are returned to the treasury of the Metropolitan Traction Co. through its ownership in their stocks), aggregate $1,324,140, as follows:

Broadway & Seventh Avenue R. R. Co.	$ 210,000
Sixth Avenue R. R. Co.	145,000
Ninth Avenue R. R. Co.	64,000
Twenty-third Street Ry. Co.	108,000
42nd Street & Grand Street Ferry R. R. Co.	134,640
Central Park, N. & E. River R. R. Co.	144,000
Bleecker Street & Fulton Ferry R. R. Co.	13,500
Eighth Avenue R. R. Co.	155,000
New York & Harlem R. R. Co.	350,000
Total	1,324,140

BALANCE SHEET.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Road and equipment	$15,058,226	$21,056,474	$30,517,523
Stocks and bonds owned	26,223	26,223	8,095,669
Other investments	289,526	766,689	979,312
Supplies on hand	111,374	82,942	142,859
Due on open accounts	696,826	139,945	1,887,772
Cash on hand	73,502	488,349	113,090
Accrued interest			420
Total	$16,255,677	$22,560,622	$41,736,644

Please note date of information at end of each report.

LIABILITIES.

Stock	$13,500,000	$13,500,000	$30,000,000
Funded debt	1,400,000	6,400,000	9,400,000
Interest accrued	7,944	7,525	144,608
Due companies, etc	645,004	1,724,046	205,854
Open accounts			858,674
Profit and loss (surplus)	702,729	928,151	1,127,506
Total	$16,255,677	$22,559.722	$41,736,644

Plant and Equipment.—Miles of track owned, 49.83, leased, 131.25, total track, 181.08; operated by horses, 148.96, by mechanical traction (cable and underground electric), 32.12; 1,855 cars, of which 1,335 are horse cars, 469 are grip cars, and 51 motor cars.

Officers.—Pres. & Gen. Man. H. H. Vreeland, V. Pres. D. B. Hasbrouck, Sec. C. E. Warren, Treas. H. S. Beattie. Audr. W. C. Kimball, Pur. Agt. A. C. Tully (106 W. 51st St.), Gen. Mast. Mech. Thos. Millen, Engr., M'nce of Way W. B. Read.

Directors.—H. H. Vreeland, D. B. Hasbrouck, of Brooklyn; H. A. Robinson, of Yonkers; C. E. Warren, of Noroton, Conn.; H. S. Beattie, F. S. Pearson, A. H. Paget, R. L. Anderton, Jr.

General Office, 621 Broadway.

References.—METROPOLITAN TRACTION CO.—Description of road (brief), Vol. X, Sept., '94, p. 545 (ill.); description of Lexington Ave. power plant, Vol. X, Aug., '94, p. 490 (ill.); annual report, Vol. X, Dec., '94, p. 815; compressed air motors (brief), Vol. XII, June, '96, p. 387. BROADWAY SURFACE RY.—Description of road, Vol. VIII, Aug., '92, p. 472. HOUSTON ST., WEST ST. & PAVONIA FERRY RY.—Description of road, Vol. VIII, Aug., '92, p. 469. METROPOLITAN STREET RY. CO.—Description of Lenox Ave. power plant, Vol. XI, Mar. '95, p. 168 (ill.); description of car house, Vol. X, Nov., '94, 731 (ill.); description of repair shop, Vol. X, Dec., '94, p. 786; operating details, transfers, Vol. X, Dec., '94, p. 789; description of car house and stable, Vol. XI, Jan., '95, p. 46 (ill.); description of conduit const., Vol. XI, Feb., '95, p. 112 (ill.). description of Lexington Avenue system, Vol. XI, Dec., '95, p. 777 (ill.); description of Lenox Avenue Conduit, Vol. XI, July, '95, p. 45 (ill.); new open cars (brief), Vol. XII, July, '96, p. 410; operating detail (brief) Vol. XII, July, '96, p. 428; Vol. XII, Sept., '96, p. 514, (ill.); description of Lenox Ave. line (brief), Vol. XII, Oct., '96, p. 665 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 602; description of new roads (brief), Vol. XIII, Jan., '97, p. 46.

Date of information, May, 1897. a z

For map of road see inset between pages 172 and 173.

Metropolitan Traction Co.—Chartered Apr. 4, 1892, under the laws of New York, as a successor to a company of the same name chartered in 1891 under the laws of New Jersey, the stock of the new company being exchanged for that of the old. The company was organized for the purpose of purchasing, constructing and controlling various street railway properties in New York through ownership of stock, and is not an operating company.

The company owns the entire capital stock ($30,000,000) of the Metropolitan Street Ry. Co., which was a consolidation in 1893-4-5 of the following companies, all of whose stock was owned by the Metropolitan Traction Co.:

Houston, West Street & Pavonia Ferry R. R. Co.
Broadway R. R. Co.
South Ferry Ry. Co.
Metropolitan Crosstown Ry. Co.
Lexington Avenue & Pavonia Ferry Ry. Co.
Columbus & Ninth Avenue R. R. Co.

The company also owns the entire capital stock of the Thirty-fourth Street Crosstown Ry. Co., the Fulton Street R. R. Co. and the Twenty-eighth & Twenty-ninth Streets Crosstown R. R. Co. These three companies are in independent operation.

The company also owns a large interest (exact holdings not stated) in the stock of the following street railway companies, all of which are leased for convenience of operation to the Metropolitan Street Ry. Co.:

Broadway & Seventh Avenue R. R. Co.
Sixth Avenue R. R. Co.
Ninth Avenue R. R. Co.
Twenty-third Street Ry. Co.
Forty-second Street & Grand Street Ferry R. R. Co.
Central Park, North & East River R. R. Co.
Bleecker Street & Fulton Ferry R. R. Co.

The Metropolitan Traction Co. controls 189.67 miles of track (including that of the Eighth Avenue R. R. Co., and the New York & Harlem R. R. Co., leased to the Metropolitan Street Ry. Co.), all in the city of New York. For report of operations see the four operating companies named. For details of capitalization and terms of leases see the individual companies.

In Jan., 1897, a controlling interest in the capital stock of the Second Avenue R. R. Co., was purchased by large stockholders interested in the Metropolitan Traction Co.

Capital Stock, authorized, $30,000,000, issued, $28,366,600; par value, $100 per share.

Funded Debt.—None.

Dividends.—(New Jersey Co.) in 1891, 4 p. c.; in 1892, 3 p. c.; (New York Co.) in 1893, none; in 1894, 5 p. c.; in 1895, 5 p. c.; in 1896, 5 p. c.

Officers.—Pres. H. H. Vreeland, V. Pres. P. A. B. Widener (Philadelphia), Sec. C. E. Warren, Treas. A. H. Paget, Ch. Engr. F. S. Pearson.

Directors.—H. H. Vreeland, P. A. B. Widener, A. H. Paget, R. Somers Hayes, W. L. Elkins, Thomas F. Ryan, Thomas Dolan.

General Office, 621 Broadway.

Date of information, May, 1897. a z

For map of properties owned and controlled see inset between pages 172 and 173.

New York & Harlem Railroad Co.—Chartered Apr. 25, 1831. Annual meeting third Tuesday in May. This is a steam railroad operating a line 127 miles long from Grand Central Station, New York City, to Chatham, N. Y., also a horse railway line in New York City from the General Post Office to Harlem. The steam railroad portion is leased to the New York Central & Hudson River R. R. Co. The horse railway property (reported herein) was leased on July 1, 1896, to the Metropolitan Street Ry. Co., for 999 years, at a rental of $350,000 per annum for the first five years and $400,000 per annum thereafter. The capital stock and funded debt are not given, as they cover the steam railroad property as well.

Operation.—Year ending

	Dec. 31, 1892.	Dec. 31, 1893.	Dec. 31, 1894.	Dec. 31, 1895.	June 30, 1896.
Gross receipts	$1,129,262	$1,134,446	$1,106,017	$1,015,076	$935.417
Oper'g expenses	772,852	775,436	670,970	693,487	581,538
Earn. from oper.	356,410	359,010	435,047	321,589	353,879
Taxes	36,241	35,968	37,524	40,150	55,615
Net income	320,169	323,042	397,523	281,439	298,263
Dividends paid	250,000	250,000	300,000	300,000	300,000
To surplus acct.	70,169	73,042	97,523	*18,561	1,737
P. c. op. exp. to total receipts.	68.4	68.4	60.7	68.3	62.2

*Deficit.

Dividends.—In 1892–3, 2½ p. c. on entire capital stock; in 1894–5–6, 3 p. c.

Plant and Equipment.—Miles of track (horse), 19.32, of road, 9.66.; gauge, 4 ft. 8½ in.; 47 lb. to 64 lb. rail; 1,528 horses, 187 horse cars.

Officers.—Pres. C. Vanderbilt, V. Pres. C. C. Clarke, Sec. & Treas. Ed. V. W. Rossiter.

Directors.—C. Vanderbilt, W. K. Vanderbilt, F. W. Vanderbilt, S. F. Barger, C. M. Depew, C. C. Clarke, J. B. Dutcher, E. V. W. Rossiter, F. P. Freeman, S. D. Babcock, A. Van Santvoord, R. Schell, W. H. Robertson.

General Office, Grand Central Depot.

References.—Description of old road, Vol. VII, Mar., '91, p. 119 (ill.); description of track, Vol. VII, Dec., '91, p. 665 (ill..) description of road, Vol. VIII, Sept., '92, p. 537; Vol. IX, Jan., '93, p. 10 (ill.); Vol. IX, Feb., '93, p. 90; track construction, Vol. VI, June, '90, p. 280 (ill.).

Date of information, May, 1897. a z

Ninth Avenue Railroad Co.—Chartered July 29, 1859. Annual meeting third Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally on Mar., 12, 1892, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 6 p. c. on the capital stock for the first five years and 8 p. c. thereafter.

Capital Stock, authorized and issued, $800,000; par value, $100 per share. dividends payable quarterly Jan., May, July and Oct.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Cost of road	$189,980	$189,980
" equipment	161,241	161,241
Cash assets	4,493	5,366
Open accounts	474	
Supplies	3,544	3,544
Stock	560	560
Profit and loss (deficit)	439,708	439,693
Total	$800,000	$800,384
LIABILITIES.		
Capital stock	$800,000	$800,000
Due lessee		384
Total	$800,000	$800,384

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (horse), 16, of road, 8; gauge, 4 ft. 8½ in.; 45 lb. and 60 T rail; 604 horses, 98 cars, of which 63 are open cars and 35 closed cars.

Officers.—Pres. Jacob Hays, Sec. & Treas. J. G. Affleck.

General Office, 259 5th Ave.

Reference.—Description of road, Vol. VIII, Aug., '92, p. 472.

Date of information, May, 1897. a b z

For map of road see inset between pages 172 and 173.

Second Avenue Railroad Co.—Chartered Jan. 21, 1853. Annual meeting first Monday in Apr. In Jan., 1897, a controlling interest in the capital stock of this company was purchased by large stockholders interested in the Metropolitan Traction Co.

Capital Stock, authorized, $2,500,000, issued, $1,862,000; par value, $100 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

Funded Debt.—General consolidated mortgage 5 p. c. bonds, authorized and issued, $1,600,000; coupon, but may be registered; dated Nov. 1, 1885, due 1909; denom. $1,000; int. payable May and Nov.

5 p. c. debenture bonds, $300,000; dated Jan. 1, 1889; due 1909; denom. $1,000; int. payable Jan. and July.

5. p. c. real estate mortgages, $60,000; due Nov. 1, 1893; int. payable May and Nov.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts from operat'n.	$972,170	$996,882	$985,423	$938,790	$784,914
" other sources.	3,161	4,673	2,500	2,5000	2,500
" total.....	975,331	1,001,555	987,923	941,29	787.414
Operating expenses...	755,894	788,203	755,395	724,417	608,861
Earnings from oper'n.	219,437	213,351	232,529	216,873	178,553
Deduct's from earn'gs.					
Interest on bonds.	90,500	90,500	97,250	98,000	98,000
Taxes.....	40,400	31,000	40,839	24,748	5,041
Rentals.....	2,438	3,875	1,989	1,818	3,547
Net income.....	86,099	87,976	92,450	92,308	71,966
Dividends paid*.....	74,480	83,790	79,135	93,100	93,100
P.c.op.exp.to total rects.	77.5	78.7	76.5	76.9	77.4
" dividends paid*..	4	4.5	4.25	5	5

*For years ending June 30, 1892-3-4-5-6.

Balance Sheet.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment.....	$3,863,987	$3,863,987	$3,867,205
Cash.....	45,548	41,707	23,010
Supplies.....		6,650	26,920
Open accounts.....			53,112
Total.....	$3,909,535	$3,912,344	$3,970,247
LIABILITIES.			
Capital stock.....	$1,862,000	$1,862,000	$1,862,000
Funded debt.....	1,600,000	1,960,000	1,960,000
Debentures.....	300,000		
Real estate mortgage.....	60,000		60,000
Accrued interest.....	21,333	21,333	21,333
Open accounts.....	19,055	16,256	6,883
Wages and supplies.....		6,400	34,821
Profit and loss (surplus).....	47,146	46,354	25,210
Total.....	$3,909,535	$3,912,344	$3,970,247

Plant and Equipment.—Miles of track (horse), 31.33; gauge, 4 ft. 8½ in.; 60 lb. rail; 1,977 horses, 359 horse cars.

Officers.—Pres. Pierre Jay, Sec. John B. Underhill, Treas. Henry B. E. Doremus.

Directors—Wm. C. Whitney, John D. Crimmins, T. F. Ryan, H. H. Hollister, T. J. Regan, J. L. Traynor, G. G. Haven, Jr., D. H. Shea, W. G. Shailer, Pierre Jay, J. Sanford Barnes, Jr., Sherman Flint, Henry E. Doremus.

General Office, 2d Ave. and 96th St.

References.—Description of road (brief), Vol. VIII, Oct., '92, p. 537; stables, Vol. VII, Oct., '91, p. 554; storage battery, Vol. IX, Dec., '93, p. 793 (ill.).

Date of information, May, 1897. b y z

Sixth Avenue Railroad Co.—Chartered Sept. 6, 1851. Annual meeting second Tuesday in Feb.

Leased to the Metropolitan Street Railway Co. (originally to Houston, West Street & Pavonia Ferry R. R. Co.) for 800 years, from Feb. 1, 1892, for a rental of $152,500 for the first two years, and of $145,000 thereafter.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share; dividends payable quarterly Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Cost of road.....	$1,356,266	$1,681,062
" equipment.....	421,867	446,598
Other permanent investments.....	4,800	4,800
Cash.....	93,087	186,380
Open accounts.....	36,250	
Real estate mortgages.....	332,000	140,000
Total.....	$2,244,270	$2,458,839
LIABILITIES.		
Capital stock.....	$2,000,000	$2,000,000
Open accounts.....	10,094	10,094
Profit and loss (surplus).....	234,176	448,745
Total.....	$2,244,270	$2,458,839

Plant.—Miles of track (horse) owned, 11.4; gauge, 4 ft. 8½ in.; 60 lb. rail; 1,096 horses, 117 horse cars.

Officers.—Pres. Frank Curtiss, Sec. & Treas. E. H. Garrison.

General Office, 750 Washington St.

Reference.—Description of road, Vol. VIII, Aug., '92, p. 471.

Date of information, May, 1897. a b z

For map of road see inset between pages 172 and 173.

The Third Avenue Railroad Co.—Chartered Oct. 8, 1853. Annual meeting first Wednesday after second Monday in Nov.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share. Dividends payable Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated July 1, 1887, due 1937; denom. $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co. of New York, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. from oper.	$1,699,554	$1,635,089	$2,154,960	$2,614,757	$2,626,898
" other sources	23,515	42,236	23,376	40,397	53,550
" total.....	1,723,069	1.677,325	2,178,336	2,655,154	2,680,448
Oper. expenses..	1,151,954	1,115,958	1,177,344	1,456,782	1,448,157
Ear'gs from oper.	571,115	561,368	1,000,991	1,198,372	1,232,291
Deducts from earn'gs					
Int. on bonds	212,500	193,750	250,000	- 250,000	250,000
Taxes.....	79,966	71,137	87,483	75,318	93,307
Other deducts	12,080	4,040	3,60c	3,600	2,700
Net income.....	266,570	292,441	659,909	869,454	886,284
Dividends paid*.	240,000	240,000	420,000	624,000	880,000
P. c. op. exp. to total rec'ts....	66.9	66.5	54.0	54.6	54.0

*For years ending June 30, 1892-3-4-5-6.

Dividends.—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 10 p. c.

Balance Sheet.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Road and equipment.....	$13,324,352	$13,970,357	$14,064,653
Stocks and bonds.....	15,000	1,445,954	1,506,287
Other permanent investments..			580,844
Accrued interest.....			187,500
Open accounts.....	1,372	44,465	
Cash.....	102,823	331,323	273,141
Unpaid stock.....		291,517	
Total.....	$13,443,547	$16,083,616	$16,612,425
LIABILITIES.			
Capital stock.....	$ 7,000,000	$ 9,000,000	$10,000,000
Funded debt.....	5,000,000	5,000,000	5,000,000
Bills payable.....	1,050,000	1,750,000	1,275,000
Accrued interest.....	125,000	125,000	125,000
Wages and supplies.....	36,853		32,433
Open accounts.....	37,059	79,910	106,000
Mortgages.....		71,000	
Profit and loss (surplus).....	194,635	57,706	73,992
Total.....	$13,443,547	$16,083,616	$16,612,425

Plant and Equipment.—Miles of track (cable), 28.375; gauge, 4 ft. 8½ in.; 80 lb. rail; 250 horses, 782 cars, of which 727 are grip cars, and 55 other cars.

Officers.—Pres. A. J. Elias, V. Pres. Henry Hart, Sec. Alfred Lazarus, Treas. J. Beaver, Supt. John H. Robertson, Ch. Engr. C. G. Bliss.

Directors.—H. Hart, S. Townsend, S. S. Riker, Chas. Remsen, R. W. Tailer, E. Lauterbach, E. Lehman, A. Ayres, H. Iden, J. E. Parsons, W. H. Webb, A. J. Elias, D. C. Andrews.

General Office, 1119 3d Ave.

Please note date of information at end of each report.

References.—Description of road, Vol. VIII, Sept., '92, p. 537; Vol. X, Jan., '94, p. 38 (ill.); opening, Vol. X, Jan., '94, p. 38 (ill.); Bayard St. power plant, Vol. VIII, Feb., '92, p. p. 74 (ill.); extensions of power plant, Vol. VIII, Feb., '92, p. 91; 65th St. power plant, Vol. VIII, Apr., '92, p. 207 (ill.); main cable power plant, Vol. IX, Oct., '93, p. 643 (ill.); Bayard St. power plant, Vol. X, July, '94, p. 448 (ill.); track construction, Vol. VI, Nov., '90, p. 554 (ill.); track construction, Vol. VII, June, '91, p. 290 (ill.); cable construction, Vol. VII, Sept., '91, p. 476 (ill.); track construction, Vol. VIII, May, '92, p. 277 (ill.); track construction, Vol. VIII, Aug., '92, p. 451 (ill.); Vol. VIII, Nov., 92, p. 687 (ill.); special track construction, Vol. IX, Apr., '93, p. 213 (ill.); increase of stock, Vol. IX, Feb., '93, p. 129; Vol. XI, Jan., '95, p. 59; annual report, Vol. IX, Dec., '93, p. 842; two annual reports Vol. X, Dec., '94, p. 814; general information, Vol. VIII, July, '92, p. 423; description of elec. conduit (brief), Vol. XI, May, '95, p. 318 (diagram); description of elec. conduit, Vol. XI, Aug., '95, p. 532 (diagram); description of elec. conduit, Vol. XII, Jan., '96, p. 41 (ill.); erection of power house, (brief), Vol. XII, June '96, p. 345; new sand car (brief), Vol. XII, July '96, p. 414 (ill.); compressed air car (brief), Vol. XII, July, '96, p. 436 (ill.); change in station and track construction (brief), Vol. XII, Sept. '96, p. 538; description of road (brief), Vol. XII, Oct. '96, p. 604; description of extensions, Vol. XIII, Jan. '97, p. 46.

Date of information, Jan., 1897. a b

Thirty-fourth Street Crosstown Railway Co.—Chartered 1896, as a consolidation of the Thirty-fourth Street R. R. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue R. R. Co., to build a railroad from the foot of W. 34th St. to the foot of East 34th St.

Capital Stock, $1,000,000, all in treasury of the Metropolitan Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,000,000, all in treasury of the Metropolitan Traction Co.

Operation.—	6 mos. end'g June 30, 1895.	Year end'g June 30, 1896.
Total receipts	$87,730	$291,597
Operating expenses	42,707	130,821
Earnings from operation	45,023	160,776
Deductions from earnings.		
Taxes	3,321	12,188
Net income	41,703	148,588
Per cent op. exp. to total receipts	48.7	44.9

Plant and Equipment.—Miles of track owned, 2.52, leased, 4.46, total track (horse), 6.98; 385 horses, 36 horse cars.

General Office, 621 Broadway.

Date of information, May, 1897. a b z

Twenty-eighth & Twenty-ninth Streets Crosstown Railroad Co.—This company is the successor to the Twenty-eighth & Twenty-ninth Streets R. R. Co. The entire capital stock of this company is owned by the Metropolitan Traction Co.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Oct. 1. 1896, due 1996; int. payable Apr. and Oct., at the Union National Bank.

Plant and Equipment.—Miles of track (horse), 4.85; gauge, 4 ft. 8½ in.; 60 lb. girder rail; 120 horses, 12 horse cars.

General Office, 621 Broadway.

Reference.—Description of road (brief), Vol. VIII, Sept., '92, p. 540.

Date of information, May, 1897. a z

Twenty-Third Street Railway Co.—Chartered Jan. 29, 1872. Annual meeting third Monday in June.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 25, 1893, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized and issued, $600,000; par value, $100 per share. Dividends payable quarterly in Feb., May, Aug. and Nov. A large interest in this stock is owned by the Metropolitan Traction Co.

Funded Debt.—First mortgage 6 p. c., bonds, authorized and issued, $250,000; matured May 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Jan. and July.

5 p. c., debenture bonds, $150,000; dated Jan. 1, 1886, due 1906; denom. $100; int. payable Jan. and July.

$375,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, total issue, $1,500,000; dated July 1, 1884, due 1924; denom. $1,000; int. payable Jan. and July. This amount together with the remainder of this issue ($1,125,000) is guaranteed by the Broadway & Seventh Avenue R. R. Co.

Balance Sheet.—Dated June 30, 1896. (Same in 1895.)

Assets.		Liabilities.	
Cost of road	$ 859,901	Capital stock	$600,000
" equipment	201,164	Funded debt	400,000
		Profit and loss (surplus)	61,065
Total	$1,061,065	Total	$1,061,065

Plant and Equipment.—Miles of track (horse), owned, 3.70, leased, 16.14, total operated, 19,84, miles of road, 9.225; gauge, 4 ft. 8½ in.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Reference.—Description of road, Vol. VIII, Aug., '92, p. 472.

Date of information, May, 1897. a b z

For map of road see inset between pages 172 and 173.

Union Railway Co. of New York City.—Chartered July 5, 1892. Annual meeting second Monday in Jan. This is a consolidation of the Harlem Bridge, Morrisania & Fordham Ry. Co. (inc. 1863 under Gen. R. R. Act of 1850), the North Third Ave. & Fleetwood Park Ry. Co., and the Melrose & West Morrisania R. R. Co. The company controls, and operates, under lease, the Westchester Electric R. R. Co., (which is a consolidation on June 1, 1893, of the Mt. Vernon & Eastchester Ry. Co., and the New Rochelle Ry. & Transit Co.), and owns the entire capital stock of the West Farms & Westchester Traction Co., the Van Nest, West Farms & Westchester Traction Co., the Wakefield & Westchester Traction Co., the Williamsbridge & Westchester Traction Co. and the Suburban Traction Co.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated Aug. 1, 1892, due, 1942; denom. $1,000; int. payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

Westchester Electric R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1943; denom. $500; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Southern Boulevard R. R. Co.'s first mortgage gold bonds, authorized and issued, $250,000; dated July 1, 1895, due 1945; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—Year ending Dec. 31,	1893.	1894.	1895.	1896.
Receipts from operation	$425,816	$470,446	$456,040	$524,717
" other sources			1,417	1,083
" total	425,816	470,446	457,457	525,800
Operating expenses	218,966	254,973	280,435	304,949
Earnings from operation	206,850	215,473	177,022	220,851
Deductions from earnings.				
Interest on bonds	100,000	100,000	100,000	100,000
" on loans			5,483	
Taxes	17,009	35,599	21,064	18,286
Rentals	8,125		740	
Other deductions	4,686	6,335		9,177
Net income	77,030	73,539	49,735	93,388
P. c. op. exp. to total receipts	51.42	54.19	61.3	58.0

Balance Sheet.—Dated Dec. 31,	1894.	1895.	1896.
ASSETS.			
Road and equipment	$4,153,394	$4,375,300	$4,477,577
Stocks and bonds	150,000		
Other permanent investments	7,638		
Supplies	10,816	14,147	25,923
Accrued interest	7,035	12,187	
Open accounts	48,071	66,109	61,647
Cash	62,663	15,151	30,222
Traffic accounts	166		
Taxes and insurance			17,501
Total	$4,439,783	$4,482,894	$4,612,870
LIABILITIES.			
Capital stock	$2,000,000	$2,000,000	$2,000,000
Funded debt	2,000,000	2,000,000	2,000,000
Loans and bills payable	135,000	120,000	175,104
Accrued interest	41,667	41,667	41,667
Wages and supplies	16,348	48,466	38,928
Open accounts	75,980	59,025	50,838
Profit and loss (surplus)	170,778	213,736	306,333
Total	$4,439,783	$4,482,894	$4,612,870

Plant and Equipment.—

		Owned.	Leased.
Main line	miles	17.38	3.06
Second track	"	16.74	
Total track (electric)	"	34.12	3.06

Please note date of information at end of each report.

Gauge, 4 ft. 8½ in.; 72½ lb. and 90 lb. girder rail; 135 motor cars; Cooper engines, Gen. Elec. and West. dynamos and motors, Gilbert, St. Louis and American cars.

Officers.—Pres. & Gen. Man. Edward A. Maher, V. Pres. Charles A. Stadler, Sec. & Treas. Thomas W. Olcott, Supt. J. Carrigan, Elecn. R. E. Binning.

Directors.—W. Shaw, of Troy, N. Y.; A. N. Brady, of Albany, N. Y.; R. C. Pruyn, of Albany, N. Y.; J. W. McNamara, of Albany, N. Y.; E. A. Maher, C. A. Stadler, A. G. Huppel, T. W. Olcott, of New York City.

General Office, 2389 3d Ave.

References.—Description of road, Vol. VIII, Sept., '92, p. 540; Vol. VIII, Oct., '92, p. 584 (ill.); description of power plant, Vol. VIII, Dec., '92, p. 722 (ill.); description of track, Vol. VIII, Jan., '92, p. 32 (ill.); description of car house, Vol. IX, May, '93, p. 289; Vol. X, Aug., '94, p. 485; description of transfer tables, Vol. X, May, '94, p. 321 (ill.).

Date of information, May, 1897. b z

For map of road, see page 179.

Westchester Electric Railroad Co.—Chartered Mar. 21, 1891, as a consolidation of the Mt. Vernon & Eastchester Ry. Co. and the New Rochelle Ry. & Transit Co.

Leased, on June 1, 1893, to the Union Ry. Co.

Capital Stock, authorized and issued, $500,000, all owned by the Union Ry. Co.

Funded Debt, $500,000, guaranteed principal and interest by Union Ry. Co., which see for description.

Operation.—Year ending June 30,	1894.	1895.	1896.
Gross receipts	$30,303	$98,520	$124,514
Operating expenses	27,519	77,102	91,239
Earnings from operation	2,784	21,418	33,275
Deductions from income.			
Interest	19,307	25,000	25,121
Taxes	199	3,216	3,912
Deficit	16,722	6,798	*4,242
Total deficit	16,722	23,520	19,278

* Surplus.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 4,042	$10,116
Transportation expenses	68,082	76,808
Maintenance of way and buildings	4,155	4,044
" " equipment	822	271
Total	$77,102	$91,239

Balance Sheet.—Dated June 30, 1894.	1895.	1896.
ASSETS.		
Cost of road	$ 901,491	$ 921,936	$ 945,560
" equipment	875	2,355	2,819
Cash	4,620	18,235	17,402
Open accounts	90,797	66,638	56,500
Profit and loss (deficit)	16,722	23,520	19,278
Total	$1,014,506	$1,032,683	$1,041,558
LIABILITIES.			
Capital stock	$ 500,000	$ 500,000	$ 500,000
Funded debt	500,000	500,000	500,000
Accrued interest	12,500	12,500	12,500
Bills payable	500	20,183	29,058
Other liabilities	1,506		
Total	$1,014,506	$1,032,683	$1,041,558

Plant and Equipment.—Miles of track (electric), 16.54; gauge, 4 ft. 8½ in.; 6 motor cars.

Officers.—Pres. Thomas E. Crimmins, Sec. T. W. Olcott, Supt. Jas. Carrigan.

Directors.—Thomas E. Crimmins, J. P. O'Brien, T. W. Olcott, J. M. Tierney, Jas. Carrigan, Edw. A. Maher, A. N. Brady, R. C. Pruyn, J. H. Haggerty.

General Office, Mount Vernon, N. Y.

Date of information, May, 1897. b z

NEW CORPORATIONS.

The New York & Staten Island Traction Co.—Chartered to construct electric railways.

Capital Stock, $2,500,000.

Officers.—Pres, G. B. M. Harvey, V. Pres. J. P. O'Brien, Sec. J. E. Comins, Treas. C. B. Van Nostrand.

Directors.—G. B. M. Harvey, J. P. O'Brien, H. D. Babcock, H. W. Poor, C. B. Van Nostrand.

Principal Office, New Brighton, N. Y.

Date of information, May, 1897. z

People's Traction Co. of New York City.—Chartered Jan. 30, 1895, to construct an electric street railway in the 23d and 24th wards, over streets aggregating 28 miles. Franchises were granted in Dec., 1896.

Capital Stock, $1,500,000; par value, $100 per share.

Directors.—Franklin A. Wilcox, Edward H. Hobbs, John A. Bensel, Martin J. Keough, of New Rochelle; Daniel F. Colahan, Charles B. Hobbs of Brooklyn; John Foley, Jr., Edward Hassett, J. Clarence Davies. Others interested are Eugene G. Blackford of Brooklyn; Clark D. Rhineheart of Brooklyn; Clarence W. Seamans, Van Brunt Pierce, Jesse Stearns and Henry L. Phillips.

Date of information, Dec., 1896.

NIAGARA FALLS, N. Y.

Population of Niagara Falls in 1880, 7,432; in 1890, 10,979; in 1895 (local estimates), 18,000.

The Niagara Falls & Suspension Bridge Railway Co.—Chartered Oct. 20, 1882. Annual meeting third Thursday in Nov.

CAPITAL STOCK, authorized, $750,000, issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $518,000; coupon, but may be registered; dated 1893, due July 1, 1903; int. payable Jan. and July, at office of Third National Bank, of Buffalo; trustee of mortgage, Fidelity Trust & Guaranty Co., of Buffalo.

Operation.—Year ending June 30,	1893.	1894.	1895.	1896.
Receipts from passengers	$48,085	$58,446	$60,189	$64,609
" other sources	488	7,751	6,130	12,491
" total	48,573	66,197	66,319	77,100
Operating expenses	31,561	36,735	38,483	43,827
Earnings from operation	17,012	29,462	27,836	33,273
Deductions from earnings.				
Interest on bonds	3,240	13,620	24,000	39,960
Taxes	2,943	3,791	4,539	5,428
Net income	10,829	12,052	*703	*12,115
Dividends paid	6,560	6,000	4,000	
To surplus account	4,269	6,052	*4,703	*12,115
Total surplus account	8,209	15,881	11,177	*938

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 5,242	$ 9,067
Transportation expenses	20,670	23,431
Maintenance of way and buildings	7,250	3,222
" " equipment	5,322	8,107
Total	$38,483	$43,827

STATISTICS OF TRAFFIC.

Year ending June 20,	1896.
Passengers carried	1,470,091
Car miles run	444,652
Total receipts per car mile	$.173
Operating expenses per car mile	.099

Balance Sheet.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$607,498	$614,129	$925,819
" equipment	194,785	196,004	197,653
Current assets	12,598	8,044	
Bonds	1,000		
Profit and loss (deficit)			938
Total	$815,881	$818,177	$1,124,410
LIABILITIES.			
Capital stock	$400,000	$400,000	$600,000
Funded debt	400,000	407,000	518,000
Interest			
Bills and accounts payable			6,000
Overdraft			410
Profit and loss (surplus)	15,881	11,177	
Total	$815,881	$818,177	$1,124,410

PLANT AND EQUIPMENT.—Miles of track (electric), 16.41; gauge, 4 ft. 8½ in.; 60 lb and 73 lb. girder rail; 29 cars, of which 21 are motor cars and 8 trail cars; 450 H. P. station plant; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

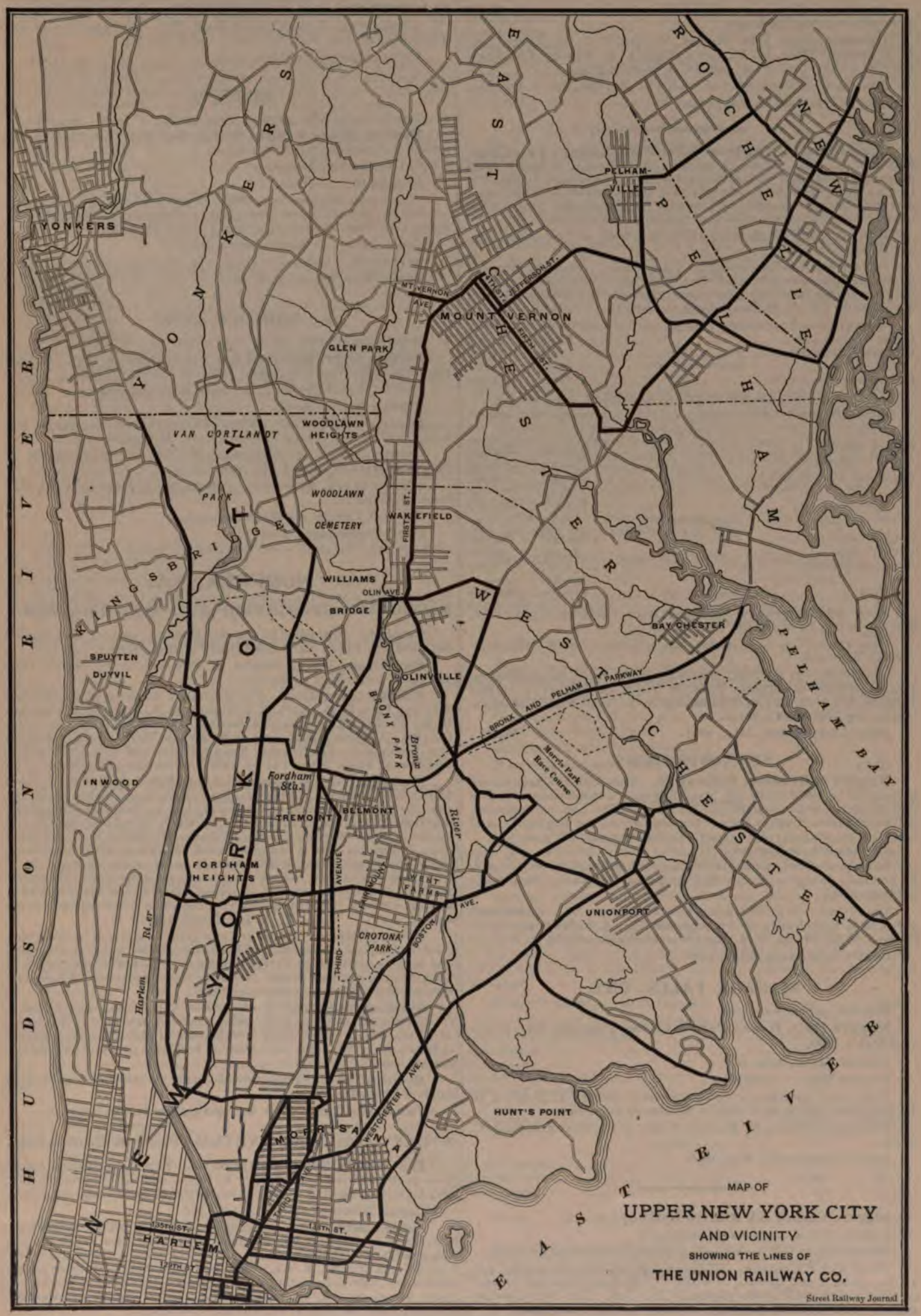
OFFICERS.—Pres. Joseph T. Jones, V. Pres. Wm. B. Rankine, Sec. & Treas. Chas. B. Hill, Supt. J. C. Brewster.

DIRECTORS.—Alex. J. Porter, of Niagara Falls, N. Y.; Chas. B. Hill, Charles A. Sweet, J. T. Jones, H. C. Curtiss, Wm. H. Johnson, Adelbert Moot, Geo. L. Lewis, D. B. Sweet, of Buffalo; Wm. B. Rankine, of New York City.

GENERAL OFFICE, Niagara Falls, N. Y.

REFERENCE.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road (brief), Vol. XI, Oct., '95, p. 629 (ill.).

Date of information, Mar., 1897. a b


HUDSON RIVER
YONKERS
YONKERS AVE.
EASTCHESTER
ROCHELLE
NEW ROCHELLE
PELHAM-VILLE
PELHAM BAY
MT. VERNON AVE.
CATHEDRAL PARKWAY
MOUNT VERNON
FIFTH ST.
GLEN PARK
WESTCHESTER
VAN CORTLANDT PARK
WOODLAWN HEIGHTS
WOODLAWN CEMETERY
WAKEFIELD
FIRST ST.
KINGSBRIDGE
WILLIAMS BRIDGE
OLIN AVE.
SPUYTEN DUYVIL
OLINVILLE
BRONX PARK
Bronx River
BRONX AND PELHAM PARKWAY
BAY CHESTER
Harris Park Race Course
INWOOD
Fordham Sta.
TREMONT
BELMONT
FORDHAM HEIGHTS
THIRD AVENUE
WEST FARMS
BOSTON AVE.
UNIONPORT
CROTONA PARK
Harlem River
HUNT'S POINT
WESTCHESTER AVE.
MORRISANIA
135TH ST.
HARLEM
125TH ST.
MAP OF
UPPER NEW YORK CITY
AND VICINITY
SHOWING THE LINES OF
THE UNION RAILWAY CO.
Street Railway Journal

Niagara Falls & Lewiston Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 60 lb. T rail; 30 motor cars; Brill cars.

OFFICERS.—Pres. J. M. Brinker, V. Pres. F. C. M. Lantz, Sec. H. P. Bissell, Treas. R. W. Jones, Supt. J. K. Brooks, Ch. Engr. Geo. A. Ricker, Gen. Pass. Agt. D. B. Worthington.

REFERENCE.—Description of road, Vol. XI, Oct., '95, p. 630 (ill.),

Date of information, May, 1897. z

Niagara Falls, Whirlpool & Northern Railway Co.—Chartered Mar. 3, 1894. Annual meeting third Friday in Mar. This property is operated by the Niagara Falls & Suspension Bridge Ry. Co., under an agreement, whereby that company receives three cents and this company receives two cents for each passenger carried over the line. Operating expenses are charged to this company.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $30,000, issued, $22,500; dated July 20, 1894, due July 1, 1903; denom. $100; int. payable Jan. and July after July 1, 1896, at office of Fidelity Trust & Guarantee Co., of Buffalo, trustee of mortgage.

OPERATION.—Year ending June 30,	1895.	1896.
Gross receipts	$1,145	$2,165
Operating expenses	2,422	3,472
Deficit from operation	*1,277	1,307

*The deficit for 1895 was paid by stockholders.

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road	$70,200	$70,200
" equipment	2,300	2,300
Profit and loss (deficit)	1,277	1,307
Total	$73,777	$73,807
LIABILITIES.		
Capital stock	$50,000	$50,000
Funded debt	22,500	22,500
Accounts payable	1,277	1,307
Total	$73,777	$73,807

PLANT AND EQUIPMENT.—Miles of track (electric), 1.75; gauge, 4 ft. 8½ in.; 65 lb. steel rail; 1 motor car.

OFFICERS.—Pres. A. J. Porter, Sec. & Treas. Chas. B. Hill, Supt. John C. Brewster.

DIRECTORS.—J. B. Vogt, Burt Van Horn, Jr., J. C. Lammerts, Wm. H. Hodge, of Niagara Falls, N. Y.; E. M. Fulton, Jr., of Rye Falls, N. Y.; J. M. Lewis, of Elizabeth, N. J.; Eliot Norton, 460 Lexington Ave., New York, N. Y.

Date of information, Mar., 1897. b d

NEW CORPORATION.

Niagara Falls Street Railway Co.—This company has secured permission to build from the State Railroad Commissioners, and is now trying to secure a municipal franchise. The line, as projected, will extend from Niagara Falls to the territory of the Highland Land Co.

CAPITAL STOCK, $50,000.

OFFICERS.—Pres. A. G. Denniston (Philadelphia), V. Pres. James S. Simmons (Niagara Falls), Sec. & Treas. George L. Estabrooke (Philadelphia).

DIRECTORS.—A. G. Denniston, C. S. Hinchman, G. L. Estabrooke, J. S. Clark, R. J. Byron, of Philadelphia, Pa. J. S. Simmons. E. H. Stewart, W. P. Horne, S. J. Lawrence, of Niagara Falls, N. Y.

Date of information, May, 1897. z

NIAGARA FALLS, ONT.

Resident population, 1,600.

Niagara Falls, Wesley Park & Clifton Tramway Co.—Chartered May 6, 1886.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track, (horse) 4; gauge, 4 ft. 8½ in.; 30 lb. and 45 lb. T rail; 25 horses, 10 horse cars.

OFFICERS.—Pres. J. N. Mooney, Treas. J. N. Hayward, Supt. C. Black.

Date of information, May, 1896.

Niagara Falls, Park & River Railway Co.

CAPITAL STOCK, authorized, $1,000,000.

FUNDED DEBT.—None yet issued except as collateral for loans.

PLANT AND EQUIPMENT.—Miles of track, (electric) 28; gauge, 4 ft. 8½ in.; 56 lb. T rail; 41 cars, of which 25 are motor cars and 16 trail cars; Goldie & McCulloch engines, Can. Gen. Elec. dynamos and motors, Patterson & Corbin cars, McGuire trucks; water power.

OFFICERS.—Pres. E. B. Osler, V. Pres. W. Hendrie, Sec. & Treas. R. A. Smith, Gen. Man. & Elecn. W. Phillips, Supt. J. C. Rothery.

REFERENCES.—Description of road, Vol. IX, Sept., '93, p. 586; description of road, Vol. XI, Souv., '95, p. 41 (ill.).

Date of information, May, 1897. a z

NILES, O.

Population in 1880, 3,879, in 1890, 4,289.

Mineral Ridge & Niles Street Railway Co.—This road is owned and operated by D. Moynahan.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 4 ft. 8¾ in.; 48½ lb. T and girder rail; 4 motor cars; Allis-Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

PROPRIETOR.—D. Moynahan.

REFERENCE.—Increase of stock, Vol. IX, May, '93, p. 333.

Date of information, May, 1897. d z

NORFOLK, NEB.

Population in 1880, 547, in 1890, 3,038.

Norfolk Street Railway Co.—Chartered Jan. 3, 1887. Charter runs fifty years from June, 1888. Annual meeting in Jan.

CAPITAL STOCK, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 6 in.; 16 lb. T rail; 8 horses, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. R. A. Stewart, V. Pres. A. Bear, Sec. N. A. Rainbolt, Treas. & Supt. C. B. Burrows.

DIRECTORS.—R. A. Stewart, A. Bear, N. A. Rainbolt, C. B. Burrows, H. Gerecke.

GENERAL OFFICE, 401 Main St.

Date of information, May, 1897. a z

NORFOLK, VA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Norfolk is in the southeastern part of Virginia, on the Elizabeth River, eight miles from Hampton Roads.

Population.—The population in 1880 was 21,966, and in 1890, 34,871, an increase of 59 per cent.

Railroad Connections.—The Norfolk & Carolina R. R., Norfolk & Ocean View R. R., Norfolk & Western R. R., Norfolk & Southern R. R., Norfolk, Albemarle & Atlantic R. R. and Southern Ry. enter the city. It has steamship lines to New York, Philadelphia, Baltimore and Richmond. The Dismal Swamp Canal and the Albemarle & Chesapeake Canal furnish other water outlets and connections.

Manufacturing and Commercial Interests.—A capital of about $3,120,000 is employed in the various manufacturing industries of the city, the principal productions being lumber, agricultural implements, machinery, manufactured iron, flour, men's furnishing goods and confectionery. Norfolk has more foreign commerce than any other place in Virginia, and is one of the most important naval stations in the United States. Its principal trade is in cotton, oysters, early fruits and vegetables. About 2,800 hands are employed in the manufacturing industries, receiving in wages about $1,300,000 per annum, and the value of the manufactured product is about $4,630,000 per annum.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $820,134; 3 state banks, with capital and surplus of $881,000; 1 trust company, with capital and surplus of $284,987; and 1 private bank. The total banking capital is $1,986,121, equivalent to $56 per capita population.

Assessed Valuation.—The assessed valuation of real estate is (1896) $18,944,000 the property being assessed at about 75 per cent. of its real value. The assessed valuation of the personal property is $2,369,000. The total valuation of real and personal property is $21,313,000.

Municipal Debt.—The municipal debt of the city less sinking funds is (1897) $3,260,700.

Tax Rate.—The tax rate is (1896) $21 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

The Norfolk Street Railroad Co.—This is a consolidation on June 7, 1894, of the Norfolk City R. R. Co. and the Suburban & City Ry. & Improvement Co. Franchises expire in Jan., 1943.

Capital Stock, authorized, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $855,000; trustee of mortgage, Mercantile Trust & Deposit Co. of Baltimore.

Norfolk City R. R. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $400,000, issued, $125,000; dated Jan. 2, 1888, due Jan. 1, 1913; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co.; of New York, trustee of mortgage.

Note.—$125,000 of The Norfolk Street R. R. Co.'s first mortgage bonds are held by the trustee to redeem the $125,000 of the Norfolk City R. R. Co.'s first mortgage bonds, and are to be applied in no other way.

Plant and Equipment.—Miles of track (electric), 20; gauge, 5 ft. 2 in.; 60 lb. T and 80 lb. girder rail; 31 motor cars; 500 H. P. engines; Providence-Corliss engines, Heine safety boilers, 260 H. P. dynamos; Short dynamos and motors, St. Louis cars, McGuire trucks.

Officers.—Pres. Janon Fisher, V. Pres. Thos. Clyde, Sec. & Treas. H. C. Whitehead, Supt. W. M. Rosborough, Ch. Engr. E. P. Bell, Elecn. Thomas Ogle.

Directors.—Murray A. Verner, Thomas Clyde, Wm. P. Clyde, A. E. Krise, Janon Fisher.

General Office, 735–743 Church St.

Date of information, Apr., 1897. d z

Norfolk & Ocean View Railroad Co.—In Apr., 1896, this property was placed in the hands of a receiver.

Capital Stock, authorized, $100,000, issued, $50,000.

Funded Debt.—First mortgage bonds, $300,000.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 70 lb. T rail; 28 cars, of which 7 are motor cars and 21 trail cars, of which 6 are freight cars; 520 H. P. Frick engines, 500 K. W. Walker generators, 750 H. P. Wood boilers, Walker dynamos and motors, Jackson & Sharp and Wason cars.

Officers.—Receiver O. E. Smith, Audr. C. E. Norton, Supt. & Pur. Agt. L. D. Mathes, Ch. Engr. of Power Station Chas. Stanton, Elecn. A. L. Crater.

General Office, Drexel Bldg., Philadelphia.

Reference.—Description of road, Vol. XIII, Jan., '97, p. 14 (ill.)

Date of information, Dec., 1896. d

Port Norfolk Electric Railway Co.—Chartered Dec. 22, 1891. Electricity was adopted July 1, 1895.

Capital Stock, authorized, $500,000, issued, $150,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $60,000; due Aug. 1, 1907; denom. $500; int. payable Aug. and Feb.

Operation.—The latest report received is for the 5 months ending Nov. 30,

	1894.	1895.
Operating expenses	$	$3,820
Net income	2,409	7,097

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. to 56 lb. T rail; 10 cars, of which 6 are motor cars and 4 trail cars; 2-100 H. P. boilers, 2-100 H. P. engines, 2-100 H. P. generators, 2 pumps; Watertown engines, Brush dynamos and motors, Jackson & Sharp cars.

Officers.—Pres. W. H. Stewart, V. Pres. C. H. Ferguson, Treas. Gen. Man. & Pur. Agt. M. W. Mason, Sec. E. T. Powell.

Directors.—W. H. Stewart, C. H. Ferguson, M. W. Mason, E. T. Powell, Geo. W. Vernon.

General Office, Port Norfolk, Va.

Reference.—Description of road, Vol. XI, Feb., '95, p. 106 (ill.).

Date of information, Apr., 1897. y

NORRISTOWN, PA.

Population in 1880, 13,063, in 1890, 19,791.

Schuylkill Valley Traction Co.—Chartered Sept., 1893, as successor, by amendment of charter, to the Norristown, Bridgeport & Conshohocken Traction Co. This company operates the Norristown Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Montgomery County Passenger Ry. Co., and the Conshohocken Ry. Co. The company obtained control of the above roads on Jan. 15, 1895. Annual meeting first Thursday in Oct.

CAPITAL STOCK, authorized, $1,000,000, issued, $500,000; par value, $50 per share; registrar of stock, Norristown Title, Trust & Safe Deposit Co.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Receipts from passengers	$49,934	$62,196
" other sources	818	3,380
" total	50,752	65,576
Operating expenses	36,580	62,831
Earnings from operation	14,172	2,745

BALANCE SHEET.—Dated Dec, 31,	1895.	1896.
ASSETS.		
Cost of road and equipment	$ 96,730	$182,453
Other permanent investments	485,299	567,299
Cash and current assets	6,120	5,985
Other assets	10,196	
Total	$598,345	$755,737
LIABILITIES.		
Capital stock	$500,000	$500,000
Funded debt		128,000
Other liabilities	84,170	38,669
Bills payable		76,748
Profit and loss (surplus)	14,175	12,320
Total	$598,345	$755,737

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 5 ft. 2½ in.; 60 lb. to 80. lb. girder and T rail; 34 motor cars; 650 H. P. generator and boiler capacity; Allis & Buckeye engines, West. and Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. W. F. Kling, Gen. Man. & Pur. Agt. R. M. Douglass, Gen. Supt. A. G. Davids, Civil Engr. Thomas Mather, Ch. Engr. of Power Station Wm. Ridington.

DIRECTORS.—C. D. Beebe, Geo. B. Leonard, Wm. Nottingham, W. A. Holden, of Syracuse, N. Y.; Thos. Craige, of Trenton, N. J. W. F. Kling, R. M. Douglass, H. S. Holden.

GENERAL OFFICE, Trust Bldg., Norristown.

REFERENCES.—Increase of stock and bonds, Vol. IX, July, '93, p. 491; operating detail, Vol. XIII, Apr., '97, p. 224.

Date of information, May, 1897. a z

Norristown Passenger Railway Co.—Chartered Aug., 1884. Annual meeting, second Monday in Jan. Leased (on Jan. 1895) to and operated by Schuylkill Valley Traction Co., which company pays the interest on funded debt and an annual rental as follows: $1,000 the first year, $1,500 the second, $2,250 the third, $3,000 the fourth, $4,000 the fifth and subsequent years.

CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $75.000; dated 1893, due 1923; int. payable Jan. and July.

BALANCE SHEET.—Dated June 30, 1896. (Same for 1895.)

Assets.		Liabilities.	
Cost of plant	$156,975	Capital stock	$ 75,000
Profit and loss (deficit)	2,163	Funded debt	75,000
		Unfunded debt	9,138
Tota	$159,138	Total	$159,138

PLANT AND EQUIPMENT—Miles of track (horse), 4.25; gauge, 5 ft. 2½ in.; 45 lb. and 66 lb. girder rail; 34 horses, 9 horse cars.

OFFICERS.—Pres. R. M. Douglass, Sec. & Treas. Thos. Craige.

DIRECTORS.—D. B. Shepp, C. D. Beebe, Thos. Craige, R. M. Douglass, Wm. Nottingham.

GENERAL OFFICE, Norristown, Pa.

Date of information, May, 1897. a b z

Citizens' Passenger Railway Co., of Norristown.—Chartered Apr., 1887. Annual meeting second Monday in Jan. Leased in Jan., 1895, to and operated by the Schuylkill Valley Traction Co., which company pays the interest on funded debt.

CAPITAL STOCK, authorized and issued, $80,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $80,000; dated Feb. 1, 1895, due 1925; subject to call, at 105, Feb. 1, 1905; int. payable Feb. and Aug., at office of Norristown Title, Trust & Safe Deposit Co., of Norristown, Pa., trustee of mortgage.

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road and equipment	$163,583	$162,902
Real estate		
Cash assets	172	
Sundry expenses	765	
Profit and loss (deficit)		
Total	$164,520	$162,902
LIABILITIES.		
Capital stock	$ 79,520	$ 79,520
Funded debt	80,000	80,000
Bills payable	5,000	3,382
Total	$164,520	$162,902

PLANT AND EQUIPMENT—Miles of track (electric), 6.25; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail; 8 motor cars; Curtis dynamos and motors, L. & F. cars.

OFFICERS.—Pres. R. M. Douglass, Sec. & Treas. Thos. Craige.

DIRECTORS.—Jos. Fornance, C. D. Beebe, Thos. Craige, R. M. Douglass.

REFERENCES.—Increase of bonds, Vol. XI, Mar., '95, p. 183. Increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 490.

Date of information, May, 1897. a b z

Montgomery County Passenger Railway Co.—Chartered Jan., 1893; road opened in 1894. This company is leased to and operated by the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $15,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $15,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track, 1.5; gauge, 5 ft. 2½ in.; 45 lb. girder rail.

OFFICERS.—Pres. R. M. Douglass, Sec. & Treas. Thos. Craige.

DIRECTORS.—C. D. Beebe, Wm. Nottingham, Thos. Craige, R. M. Douglass.

GENERAL OFFICE, Norristown, Pa.

REFERENCE.—Increase of stock, Vol. IX, Aug., '93, p. 557.

Date of information, May, 1897. a z

Conshohocken Railway Co.—Chartered Jan., 1893. This line connects Norristown with Conshohocken, extending over the Ridge Turnpike and Plymouth and White Marsh Turnpike to the Norristown borough line, through Conshohocken. The road was opened in Jan., 1895, and is operated by the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated July 1, 1894, due 1924, but subject to call at 105, July 1, 1904; int. payable Jan. and July, at office of Norristown Title, Trust & Safe Deposit Co., trustee of mortgage. These bonds are guaranteed, principal and interest, by the Schuylkill Valley Traction Co.

FRANCHISES in the borough of Conshohocken are perpetual and exclusive.

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$252,083	$252,083
Cash	78	
Total	$252,161	$252,083
LIABITITIES.		
Capital stock	$145,900	$145,900
Funded debt	100,000	100,000
Unfunded debt	6,261	6,183
Total	$252,161	$252,083

PLANT AND EQUIPMENT.—Miles of track, 5.5; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail.

OFFICERS.—Pres. R. M. Douglass, Sec. & Treas. Thos. Craige.

DIRECTORS.—C. D. Beebe, Wm. Nottingham, Thos. Craige, R. M. Douglass.

GENERAL OFFICE, Norristowr, Pa.

Date of information, May, 1897. a b z

Ambler Electric Railway Co.—Chartered June 18, 1894, to build an electric railway through the borough of Ambler, over the Broad Axe Turnpike to Harmanville, connecting with the Conshohocken Ry. Co. It is a part of the Schuylkill Valley Traction Co.'s system. The road is not yet built.

CAPITAL STOCK, authorized, $12,000, paid in, $1,086.

OFFICERS.—Pres. R. M. Douglass, Sec. & Treas. Thos. Craige.

DIRECTORS.—Wm. Nottingham, C. D. Beebe, Thos. Craige, R. M. Douglass.

Date of information, May, 1897. a z

Norristown & Perkiomen Creek Electric Railway Co.—Chartered Nov., 1894, to build an electric railway through the eastern section of Montgomery County. It is a part of the Schuylkill Valley Traction Co.'s system. This road is not yet in operation.

CAPITAL STOCK, $150,000, paid in, $2,400; par value, $50 per share.

Date of information, May, 1897. a z

NORTH ABINGTON, MASS.

Population in 1880, 3,697 in 1890, 4,244.

Rockland & Abington Street Railway Co.—Annual meeting third Wednesday in Oct. Municipal franchise granted in 1892.

CAPITAL STOCK, authorized and issued, $120,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $100,000, issued, $87,500; dated May 1, 1895, due, 1915; denom: $500 and $1,000; int. payable Nov. and May, at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers	$ 52,343	$ 67,058	$ 69,895
" other sources	419	757	1,571
" total	52,762	67,815	71,466
Operating expenses	38,836	48,825	51,424
Earnings from operation	13,926	18,990	20,042
Deductions from earnings.			
Interest	3,674	4,405	5,873
Taxes	657	1,603	1,933
Rentals and tolls	951	934	1,007
Net income	8,644	12,048	11,228
Dividends paid		5,162	10,800
To surplus account		6,886	428
Total surplus account	11,279	18,165	18,592
Per cent. op. exp. to total receipts	73.6	73.4	73.3

OPERATING EXPENSES. Year ending Sept. 30,	1894.	1895.	1806.
General expenses	$ 5,790	$ 7,730	$ 7,619
Maintenance of way and buildings	1,969	2,092	3,417
" " equipment	2,206	4,383	4,837
Transportation expenses	28,871	35,554	36,558
Total	$38,836	$49,759	$52,432

STATISTICS of TRAFFIC. Year ending Sept. 30,	1894.	1895.	1896.
Passengers carried	1,079,005	1,380,243	1,426,690
Car miles run	271,265	322,965	335,441
Total receipts per car mile	$.195	$.209	$.213
Operating expenses per car mile	.143	.151	.153

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$122,562	$125,341	$139,209
" equipment	42,947	61,675	62,569
Other permanent investments	19,951	33,964	38,545
Cash and current assets	15,193	6,870	13,988
Other assets		5,980	2,133
Total	$200,654	$233,830	$256,444
LIABILITIES.			
Capital stock	$120,000	$120,000	$120,000
Funded debt		86,000	87,500
Floating debt	69,375	6,724	27,130
Accrued interest		2,150	2,397
Other liabilities		791	823
Profit and loss (surplus)	11,279	18,165	18,593
Total	$200,654	$233,830	$256,444

PLANT AND EQUIPMENT.—Miles of track (electric), 14.1; gauge, 4 ft. 8½ in.; 56 lb. to 60 lb. T and girder rail; 1 horse, 26 motor cars; Gen. Elec. dynamos and motors, Jones cars, Bemis trucks; lease power.

OFFICERS.—Pres. M. N. Arnold, V. Pres. John Spence, Sec. G. W. Kelley, Treas C. N. Cobb, Supt. A. H. Walcott.

DIRECTORS.—M. N. Arnold, C. N. Cobb, E. P. Boynton, G. W. Kelley, Geo. O. Jenkins, John Spence, H. B. Peirce.

GENERAL OFFICE, North Abington, Mass.

REFERENCE.—Increase of stock, Vol. IX, Oct., '93, p. 687.

Date of information, May, 1897. a b z

NORTH ADAMS, MASS.

Population in 1880, 10,191, in 1890, 16,073.

Hoosac Valley Street Railway Co.—Chartered Apr. 7, 1886.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—6 p. c. bonds, $50,000; dated 1886; due 1906 denom. $100.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Rec'ts from pass.	$27,343	$27,546	$25,525	$29,712	$67,074
" other sources	549	545	1,324	1,073	1,348
" total	27,892	28,091	26,848	30,785	68,422
Operating expenses	21,116	20,173	21,234	23,017	38,466
Earnings from operation	6,776	7,918	5,614	7,768	29,956
Deductions from earn'gs.					
Int. on bonds	4,780	3,144	4,729	3,006	3,150
" floating debt		1,119		1,237	1,543
Taxes	259	228	249	242	229
Net income	1,737	3,427	636	3,283	25,034
Total surplus account	3,034	6,010	6,646	9,929	34,964

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
General expenses	$ 4,086	$ 4,761	$ 5,842	$ 6,162
Transportation expenses	10,445	11,064	10,225	22,805
Maintenance of way and build'gs.	2,104	2,198	4,615	7,229
" " equipment	3,538	3,210	2,334	2,269
Total	$20,173	$21,233	$23,017	$38,466

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
Passengers carried	513,290	468,186	562,064	1,341,283
Car miles run	112,176	111,000	128,937	279,480
Total receipts per car mile	$.250	$.241	$.239	$.245
Operating expenses per car mile	.180	.191	.179	.137

Balance Sheet.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 95,823	$ 98,479	$162,041
" equipment	27,773	28,203	56,437
Other permanent investments	9,315	9,315	13,416
Cash and current assets	1,936	2,132	4,269
Total	$134,846	$138,129	$236,164
LIABILITIES.			
Capital stock	$ 50,000	$ 50,000	$100,000
Funded debt	50,000	50,000	50,000
Floating debt	28,200	28,200	51,200
Profit and loss (surplus)	6,646	9,929	34,964
Total	$134,846	$138,129	$236,164

PLANT AND EQUIPMENT.—Miles of track (electric), 12.1; gauge, 4 ft. 8½ in.; 40 lb. T and flat rail; 29 cars, of which 25 are motor cars and 4 trail cars; Fitchburg engines, Gen. Elec. dynamos and motors, Brill and Newburyport cars.

OFFICERS.—Pres. & Treas. C. Q. Richmond, Sec. E. B. Hamblen, Gen. Man. W. T. Nary.

DIRECTORS.—C. Q. Richmond, E. B. Hamblen, O. A. Archer, S. P. Tayer, W. W. Richmond, of North Adams.

GENERAL OFFICE, North Adams, Mass.

Date of information, Jan., 1897. b

NORTHAMPTON, MASS.

Population in 1880, 12,172, in 1890, 14,990.

Northampton Street Railway Co.—Chartered Feb. 26, 1873. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $25,000; dated 1888, due 1909; denom. $500; int. payable Apr. and Oct., at office of Springfield Safe Deposit & Trust Co., trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from passengers.	$27,995	$30,727	$48,774	$81,949	$92,559
" other sources....	1,382	1,633	1,315	1,555	2,243
" total	29,377	32,360	50,090	83,504	94,802
Operating expenses	22,574	23,071	28,904	46,240	57,779
Earnings from operation	6,803	9,289	21,186	37,264	37,023
Deduct. from earnings.					
Interest charges	1,503	1,741	1,283	1,228	2,707
Taxes	298	268	1,092	1,903	3,417
Net income	5,002	7,280	18,811	34,133	30,899
Dividends			12,000	22,500	30,000
To surplus account			6,811	11,633	899
Total surplus account	def.1,880	4,221	11,032	22,665	23,564
Per cent. op. exp. to total receipts	76.8	71.3	58.0	55.4	60.0

DIVIDENDS, in 1893, 8 p. c.; in 1894, 10 p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
General expenses	$ 3,470	$ 6,724	$ 6,216	$10,374
Main. of way and bldgs	1,227	2,071	5,565	5,821
Mainten'e of equipment	1,872	1,057	4,142	2,209
Transportation expenses	16,502	19,051	30,316	41,375
Total	$23,071	$28,904	$46,240	$59,779

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
Passengers carried	473,550	976,414	1,639,511	1,857,171
Car miles run	107,652	226,123	396,247	496,648
Tot. rec. per car mile	$.301	$.221	$.211	$.191
Op. exp. per car mile	.214	.128	.117	.116

Balance Sheet.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$132,325	$206,944	$211,250
" equipment	55,708	77,134	79,293
Other permanent investments	53,061	74,941	75,680
Cash and current assets	19,938	1,146	9,207
Material and supplies			1,634
Total	$261,032	$360,165	$377,064
LIABILITIES.			
Capital stock	$285,000	$300,000	$300,000
Funded debt	25,000	25,000	25,000
Unfunded debt		12,500	28,500
Profit and loss (surplus)	11,032	22,665	23,564
Total	$261,032	$360,165	$377,064

PLANT AND EQUIPMENT.—Miles of track (electric), 16.24; gauge, 4 ft. 8½ in.; 40 lb. and 58 lb. T rail, 3 horses, 37 cars, of which 31 are motor cars and 6 trail cars; 450 H. P. station plant, Hamilton-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jones and Wason cars, Bemis trucks.

OFFICERS.—Pres. J. Olmsted, Sec. J. A. Sullivan, Treas. N. D. Winter, Supt. E. C. Clark, Jr., Gen. Man. A. E. Smith, Ch. Engr. of Power Station, C. H. Nichols.

DIRECTORS.—J. Olmsted, A. E. Smith, N. D. Winter, G. S. Graves, J. C. Hammond, H. M. Tyler, J. A. Sullivan.

GENERAL OFFICE, Northampton, Mass.

REFERENCE.—Increase of stock, Vol. IX, June, '93, p. 419.

Date of information, May, 1897. a b z

NORTH ATTLEBOROUGH, MASS.

Population of Attleborough, North Attleborough and Wrentham in 1880, 13,599, in 1890, 16,868.

Interstate Consolidated Street Railway Co.—Chartered Apr. 12, 1895, as a consolidation of the Attleborough, North Attleborough, & Wrentham Street Ry. Co., and the Interstate Street Ry. Co., of Providence, R. I. Annual meeting fourth Wednesday in Jan.

CAPITAL STOCK, authorized, $380,000, issued, $300,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30, 1896.

Receipts from passengers	$117,826
" other sources	3,097
" total	120,923
Operating expenses	87,671
Earnings from operation	33,252
Deductions from earnings.	
Interest on floating debt	5,433
Taxes	805
Net income	27,014
Dividends paid	15,500
To surplus account	11,514
Total surplus account	32,724

DIVIDENDS.—In 1895, 8 p. c.; in 1896 2½ p. c.

OPERATING EXPENSES.

Year ending Sept. 30, 1896.

General expenses	$13,160
Maintenance of way and buildings	8,236
" " equipment	9,874
Transportation expenses	56,401
Total	$87,671

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1896.

Passengers carried	2,366,481
Car miles run	652,577
Total receipts per car mile	$.185
Operating expenses per car mile	.134

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$307,586	Capital stock	$300,000
" equipment	114,820	Bills and accts. payable.	135,989
Real estate	35,991	Profit and loss (surp.)	32,723
Cash	5,383		
Bills and accts. rec'ble	359		
Other assets	4,573		
Total	$468,712	Total	$468,712

PLANT AND EQUIPMENT.—Miles of track (electric), 24.64; gauge, 4 ft. 8½ in.; 50 lb. T. rail; 55 motor cars; Gen. Elec. dynamos and motors, Briggs cars.

OFFICERS.—Pres. M. J. Perry, Sec. & Treas. Edw. R. Price, Supt. Geo. R. Cook.

DIRECTORS.—M. J. Perry, Edw. R. Price, H. F. Barrows, L. B. Goff, F. H. Peckham, Jr., C. L. Watson.

Please note date of information at end of each report.

GENERAL OFFICE, North Attleborough, Mass.
Date of information, May, 1897. a b z

NORTH WOBURN, MASS.

Population in 1880, 10,931, in 1890, 13,499.

North Woburn Street Railroad Co.

CAPITAL STOCK, authorized, $200,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$22,045	$23,568	$20,920	$21,686	$22,217
Operating expenses	20,113	21,920	19,343	19,383	19,500
Earnings from operation.	1,932	1,648	1,577	2,303	2,717
Deductions from earn'gs.	2,501	4,185	3,270	3,560	3,810
Deficit	570	2,538	1,693	1,257	1,093
Total deficit	3,729	6,268	7,965	9,223	10,316

OPERATING EXPENSES.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
General expenses	$ 2,990	$ 3,064	$ 2,240	$ 2,288
Transportation expenses	15,105	13,457	14,436	15,118
Maintenance of way and buildings.	761	953	938	380
" " equipment	3,064	1,868	1,768	1,714
Total	$21,920	$19,342	$19,383	$19,500

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
Passengers carried	456,408	390,069	421,474	428,796
Car miles run	118,458	102,477	102,237	118,832
Gross receipts per car mile	$.199	$.204	$.212	$.187
Operating expenses per car mile.	.185	.188	.189	.164

BALANCE SHEET—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$111,168	$111,725	$134,519
" equipment	19,661	19,555	21,404
Other permanent investments	15,193	15,193	15,193
Cash and current assets	3,584	3,052	2,952
Other assets		582	329
Profit and loss (deficit)	7,965	9,223	10,316
Total	$157,572	$159,330	$184,713
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Floating debt	57,572	59,330	84,713
Total	$157,572	$159,330	$184,713

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 35 lb. and 48 lb. tram and T rail; 4 horses; 12 cars, of which 10 are motor cars and 2 horse cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. F. Breed, Sec. L. Frank Arnold, Treas. D. H. Sweetser, Supt. & Pur. Agt. G. W. Winslow, Elecn. Thos. Cahill.

DIRECTORS.—A. F. Breed, L. S. Johnson, H. B. Sprague, E. C. Foster, of Lynn, Mass.; G. F. Jones, of Woburn, Mass.; F. H. Monks, of Brookline, Mass.; J. F. Shaw, of Newburyport.

GENERAL OFFICE, 35 Congress St., Boston, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23.

Date of information, May, 1897. b d z

NORWALK, CONN.

Population in 1880, 13,956, in 1890, 17,747.

Norwalk Street Railway Co.—Chartered May, 1862, as the Norwalk Horse R. R. Co.

CAPITAL STOCK, authorized, $500,000, issued, $100,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $200,000, issued, $110,000; dated July 1, 1894, due 1919; int. payable Jan. and July.

OPERATION.—Year ending Sept. 30,

	1894.	1895.	1896.
Receipts from passengers	$28,483	$53,288	$53,521
" other sources	250	50	
" total	28,733	53,338	53,521
Operating expenses	25,085	40,667	39,173
Earnings from operation	3,648	12,671	14,349
Deductions from earnings.			
Interest	2,135	6,302	7,429
Taxes	760	1,260	1,420
Net income	753	5,109	5,500
Dividends paid		3,000	5,500
To surplus account		2,109	

DIVIDENDS, in 1895, 6 p. c.; in 1896, 7½ p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	1,090,263	1,099,843
Car miles run	229,044	241,532
Total receipts per car mlie	$.233	$.221
Operating expenses per car mile	.177	.162

BALANCE SHEET.—Dated, Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$114,036	$125,952	$162,256
" equipment	31,214	46,916	56,905
Real estate and bldgs	31,092	31,443	31,607
Cash assets	1,996	610	564
Other assets	70	125	125
Total	$178,408	$205,046	$251,456
LIABILITIES.			
Capital stock	$ 50,000	$ 50,000	$100,000
Funded debt	100,000	110,000	110,000
Unfunded debt		6,000	32,000
Depreciation account		4,865	5,599
Accident insurance fund		2,664	3,857
Profit and loss (surplus)	28,408	31,517	
Total	$178,408	$205,046	$251,456

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 21 cars, of which 20 are motor cars and 1 trail car; Gen. Elec. dynamos and motors, Trimble and Stephenson cars.

OFFICERS.—Pres. E. Hill, V. Pres. J. A. Osborn, Sec. & Treas. Gen. Man. & Pur. Agt. W. F. Acton, Supt. E. F. Kyle, Elecn. Jas. Humphreys.

DIRECTORS.—A. S. Hurlbutt, of Westport; E. J. Hill, E. Hill, J. H. Ferris, E. O. Keeler, J. A. Osborn, of Norwalk; E. C. Benedict, of Greenwich.

REFERENCE.—Operating detail (brief.) Vol. XII, Sept., '96, p. 545.

Date of information, May, 1897. b z

Norwalk Tramway Co.—Chartered May 6, 1889, in perpetuity. Annual meeting first Wednesday in Nov.

CAPITAL STOCK, authorized, $850,000, issued, $255,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $325,000; coupon, but may be registered; dated Sept. 1, 1893, due 1923, but redeemable at 104 and int. at one month's notice; denom. $1,000; int. payable Mar. and Sept. at office of Atlantic Trust Co., of New York, trustee of mortgage.

NOTE.—About five miles of track were built during 1896, the cost of which was included in the stock and bonds given above, but only three months of the earnings of this new line are given below.

OPERATION.—Year ending Sept. 30,

	1894.	1895.	1896.
Total receipts	$38,935	$43,315	$50,161
Operating expenses	20,084	29,858	33,131
Earnings from operation.	18,851	13,457	17,030
Deductions from earnings.			
Interest	4,800	8,726	11,156
Taxes	894	2,105	3,102
Other deductions	4,229		
Net income	8,928	2,626	2,772
Dividends paid	2,700	3,130	
To surplus account	6,228	*504	

* Deficit.

DIVIDENDS, in 1894, 3 p. c.; in 1895, 2 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	956,241	1,126,875
Car miles run	232,181	289,290
Total receipts per car mile	$.187	$.174
Operating expenses per car mile	.129	.114

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$262,261	$383,046	$584,963
Cash assets	10,385	9,054	4,036
Real estate	1,300	2,525	3,125
Other assets	1,581	2,264	8,883
Total	$275,526	$396,888	$601,008
LIABILITIES.			
Capital stock	$130,000	$180,000	$255,000
Funded debt	130,000	200,000	325,000
Accounts payable	1,044	834	2,188
Accrued interest	542	859	1,380
Other liabilities	273	4,497	5,465
Profit and loss (surplus)	13,668	10,698	11,975
Total	$275,526	$396,888	$601,008

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 16.8; gauge, 4 ft. 8½ in.; 48 lb. 58 lb. and 70 lb. T rail; 24 motor cars; 600 H. P. station plant. McI. & S. engines, Gen. Elec. dynamos and motors, Briggs and St. Louis cars, Bemis and McGuire trucks.

OFFICERS.—Pres. Thomas M. Waller, V. Pres. Geo. N. McKibbin, Sec. & Treas. G. W. Mansfield, Supt. & Pur. Agt. K. W. Mansfield, Ch. Engr. of Power Station, W. R. Thompson.

DIRECTORS.—John S. Seymour, of Washington; Thomas M. Waller, of New London, Conn.; W. Fred. Snyder, of Philadelphia; Chas. A. Johnson, of New York; Frederick H. Reed, of New York; Geo. W. Mansfield, K. Wm. Mansfield, Geo. N. McKibbin, of South Norwalk; S. H. Wagner, of New Haven, Conn.

GENERAL OFFICE, 40 South Main St., South Norwalk.

Date of information, May, 1897. a b z

NORWICH, CONN.

Population in 1880, 15,112, in 1890, 16,156. Population of Norwich Town and City in 1894 (local estimates), 24,000.

Norwich Street Railway Co.—Chartered 1864. Annual meeting first Monday in Oct.

CAPITAL STOCK, authorized, $600,000, issued, $250,000; par value, $100 per share. Dividends, 5 p. c. per annum, payable Jan. and July, at American Loan & Trust Co., of Boston.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized $350,000, issued, $265,000, in treasury, $85,000; coupon, but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—The unissued $85,000 mortgage bonds now in the treasury may be issued and sold subject to the general laws of the State of Connecticut.

OPERATION.—Year ending Sept. 30,	1894.	1895.	1896.
Receipts from passengers	$78,153	$84,372	$83,205
" other sources	1,916	839	1,510
" total	80,069	85,210	84,715
Operating expenses	50,693	53,454	55,360
Earnings from operation	29,376	31,756	29,355
Deductions from earnings.			
Interest on bonds	13,250	13,250	13,250
Taxes	2,785	4,150	4,550
Net income	13,341	14,356	11,555
Dividends paid	6,250	12,500	12,500
To surplus account	7,091	1,856	* 945
Total surplus account	17,091	17,841	16,561
Per cent. op. exp. to total receipts	63.3	62.7	64.7

* Deficit.

DIVIDENDS, in 1895, 5 p. c.; in 1896, 5 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept, 30,	1895.	1896.
Passengers carried	2,029,308	1,987,519
Car miles run	297,153	297,266
Total receipts per car mile	$.287	$.285
Operating expenses per car mile	.180	.186

BALANCE SHEET.—Dated Sept. 30, 1894.	1895.	1896.
ASSETS.		
Cost of road	$430,337	$409,336	$411,291
" equipment	88,466	89,666	93,975
Other permanent investments	10,000	10,000	10,000
Real estate		251	448
Accounts receivable	1,106	1,342	299
Cash on hand	1,183	1,666	803
Other assets		34,766	36,511
Total	$531,091	$547,033	$553,327
LIABILITIES.			
Capital stock	$250,000	$250,000	$250,000
Funded debt	265,000	265,000	265,000
Unfunded debt		14,000	17,000
Accounts payable		34	3,063
Other liabilities		158	1,703
Profit and loss (surplus)	16,091	17,841	16,561
Total	$531,091	$547,033	$553,327

PLANT AND EQUIPMENT.—Miles of track (electric), 12.46; gauge. 4 ft. 8½ in.; 35 lb. to 50 lb. T rail; 42 cars, of which 15 are horse cars, 21 are motor cars and 6 trail cars; Harris-Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars, Bemis trucks.

OFFICERS.—Pres. Winthrop Coffin, Sec. & Supt. W. L. Adams, Treas. W. A. Tucker, Elecn. R. H. Fillmore.

DIRECTORS.—Costello Lippitt, Solomon Lucas, W. L Adams, of Norwich, W. A. Tucker, Winthrop Coffin, of Boston.

GENERAL OFFICE, Norwich, Conn. Treasurer's office, 50 State St., Boston.

Date of information, May, 1897. a b z

OAKLAND, CAL.

Population in 1880, 34,555, in 1890, 48,682.

Oakland Consolidated Street Railway Co.—Chartered in 1890, for 50 years. Annual meeting second Tuesday in Jan. The Oakland & Berkeley Rapid Transit Co. has been consolidated with this company.

CAPITAL STOCK, authorized and issued, $1,000,000.; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $361,000, in treasury, $139,000; coupon, but may be registered; dated Aug. 1, 1894, due 1911; denom. $1,000; int. payable Feb. and Aug., at office of the company; trustee of mortgage, California Safe Deposit & Trust Co., of San Francisco.

FRANCHISES.—The company's franchises, granted without compensation, give exclusive use of certain streets and avenues of Oakland and suburbs for fifty years ending 1939.

OPERATION.—The lastest reports received are for the years ending Dec. 31,	1894.	1895.
Receipts from passengers	$124,451	$117,491
" other sources	4,900	7,994
" total	129,351	125,485
Operating expenses	95,821	94,115
Earnings from operation	33,530	31,370
Deductions from earnings.		
Interest on bonds	21,660	20,760
" " floating debt	4,671	4,380
Taxes	2,365	3,786
Legal and other expenses	2,443	
Net income	2,390	2,443

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 3 ft. 6 in.; 35 lb. and 40 lb. T and girder rail; 28 motor cars; Fraser & Chalmers and Buckeye engines, Walker dynamos, Gen. Elec. motors, Stockton cars.

OFFICERS.—Pres. F. M. Smith, V. Pres. E. A. Heron, Sec. & Supt. W. F. Rudolph, Treas. California Safe Deposit & Trust Co., Elecn. P. J. Brant, Ch. Engr. of Power Station, J. Munroe.

DIRECTORS.—F. M. Smith, W. F. Rudolph, W. H. Martin, E. A. Heron, T. C. Havlus.

GENERAL OFFICE, 47th St. and Grove. P. O. Box 126.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 454 (ill.).

Date of information, May, 1897. z

Oakland, San Leandro & Haywards Railway, Consolidated.—Chartered May 8, 1894, for 50 years. Annual meeting third Saturday in July. This is a consolidation (May 8, 1894), of the Oakland, San Leandro & Haywards Electric Ry. and the Twenty-third Avenue Electric Ry.

CAPITAL STOCK, authorized, $1,000,000, issued, $800,000, on which $181,000 has been paid in; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated Mar. 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at Union National Bank of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco.

Twenty-third Ave. Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $250,000; dated March 15, 1893, due Mar. 1, 1923; denom. $1,000; int. payable Mar. 15 and Sept. 15, at the Union National Bank, of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco.

PLANT AND EQUIPMENT.—Miles of track, 25; operated by electricity, 23, by horses, 2; gauge, 3 ft. 6 in.; 35 lb. and 40 lb. girder and T rail; 38 cars, of which 2 are horse cars, 31 motor cars and 5 trail cars; Ball and McI. & S. engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Carter cars, Brill trucks.

OFFICERS.—Pres. H. W. Meek, V. Pres. W. J. Landers, Sec. A. L. Stone, Treas. C. E. Palmer, Supt. G. Gustafson, Ch. Engr. C. H. Johnson, Elecn. G. Davis.

DIRECTORS.—H. W. Meek, Wm. J. Landers, E. B. Stone, W. E. Meek and A. L. Stone.

GENERAL OFFICE, 908 Broadway.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 459 (ill.).

Date of information, May, 1897. a d z

Central Avenue Railway Co.—Chartered and municipal franchise granted 1891, for 50 years, to carry freight and passengers. Annual meeting third Wednesday in Nov.

CAPITAL STOCK, authorized, $1,000,000, issued, $519,000; par value, $100 per share.

Please note date of information at end of each report.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $120,000, issued, $43,000, in treasury, $77,000; coupon, but may be registered; dated May 2, 1892, due 1922; denom. $1,000; int. payable May and Nov., at office of California Title Insurance & Trust Co., of San Francisco, trustee of mortgage.

NOTE.—The mortgage deed provides that $4,000 per annum for ten years, beginning in 1902, and $8,000 per annum for ten years, beginning in 1912, shall be passed to a sinking fund for retirement of bonds.

OPERATION.—The latest reports received are for the pears ending

Oct. 31,	1894.	1895.
Total receipts	$ 32,668	$ 30,808
Operating expenses	26,781	26,148
Earnings from operation	5,887	4,660
Interest	1,852	3,785
Net income	4,035	875
Per cent. op. exp. to total receipts	81.9	84.9

BALANCE SHEET.—Dated Oct. 31,

	1894.	1895.
ASSETS.		
Cost of road and equipment	$ 87,488	$ 91,004
Cash assets	23,085	23,905
Total	$110,573	$114,909
LIABILITIES.		
Capital stock	$ 49,305	$ 49,305
Bills payable	18,250	11,800
Other liabilities	6,002	
Profit and loss (surplus)	37,016	53,804
Total	$110,573	$114,909

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25, of road, 5.25; gauge, 3 ft. 8 in.; 40 lb. compound rail; 6 motor cars; S. F. Tool Co. engines, Gen. Elec. dynamos and motors, Ingler & Atkinson cars, Brill trucks.

OFFICERS.—Pres. W. F. Beck, V. Pres. A. H. Clough, Sec. & Supt. W. F. Rudolph, Treas. First National Bank, Ch. Engr. P. J. Brandt, Elecn. John Lyons.

DIRECTORS.—W. F. Beck, A. H. Clough, C. B. Zabriskie, W. M. Randol, W. F. Rudolph.

GENERAL OFFICE, 12th and Kirkman Sts.

Date of information, May, 1896.

Piedmont & Mountain View Railway Co.—Chartered Mar. 25, 1895, as the successor to the Consolidated Piedmont Cable Co., which was sold on Mar. 19, 1895, under foreclosure of mortgage.

CAPITAL STOCK, $1,000,000; par value, $100 per share.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track, 24; operated by cable, 13, by horses, 6, by electricity, 5; gauge, 3 ft. 6 in. and 5 ft.; 40 lb. girder rail; 47 cars, of which 12 are horse cars, 11 are motor cars and 24 grip cars.

OFFICERS.—Pres. Chas. R. Bishop, V. Pres. E. A. Heron, Sec. D. Grant, Treas. Oakland Bank of Savings, Gen. Man. & Supt. Ira Bishop.

DIRECTORS.—Chas. R. Bishop, S. C. Bigelow, E. A. Heron, John R. Spring, James Moffitt.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 457; description of const., Vol. VI, Dec., '90, p. 583 (ill.); receivership, Vol. IX, Dec., '93, p. 841.

Date of information, Mar., 1896.

East Oakland Street Railway Co.—This company went into the hands of a receiver on Apr, 28, 1894.

CAPITAL STOCK, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $250,000; dated 1892, due 1922; denom. $1,000.

In Feb., 1896, application was made by the receiver for permission to borrow $15,000 on 7 p. c. receiver's certificates, and it was stated that $21,000 had previously been borrowed.

OPERATION.—In the application above referred to it was stated by the receiver that the gross receipts from Apr. 28, 1894, to Feb. 1, 1896, were $99,934, and the total disbursements, $112,745.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 45 lb. combination rail; 14 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Receiver J. C. Johnson, Pres. & Gen. Man. E. P. Vandercook.

GENERAL OFFICE, 458 9th St.

REFERENCE.—Short description of road, Vol. IX, July, '93, p. 461.

Date of information, May, 1896.

Highland Park & Fruit Vale Railroad.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT, " " " $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 40 lb. to 50 lb. girder and T rail; 8 double deck motor cars; Gen. Elec. dynamos and motors, Pullman cars.

OFFICERS.—Receiver, W. F. Rudolph, Pres. A. H. Clough, Pur. Agt. & Supt. J. E. McGrew.

GENERAL OFFICE, E. 11th St. and 14th Ave.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 458 (ill.); operating detail, Vol. XII, Sept. '96, p. 528 (ill.)

Date of information, May, 1897. z

Oakland Railroad Co.—Chartered Jan. 27, 1888.

PLANT AND EQUIPMENT.—Miles of track, 16.2; operated by electricity, 11, by cable, 5.2; gauge, 3 ft. and 4 ft. 8½ in.; 40 lb. and 72 lb. girder rail; 32 cars, of which 20 are motor cars and 12 grip cars; Gen. Elec. dynamos and motors.

OFFICERS.—Sec. & Treas. F. S. Douty, Supt. Milton M. Martin.

GENERAL OFFICE, San Pablo and 21st Sts., Oakland. Secretary's office, 4 Montgomery St., San Francisco, Cal.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 456 (ill.

Date of information, Apr., 1897. a z

OCEAN CITY, N. J.

Ocean City Electric Railroad Co.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT, $35,000.

PLANT AND EQUIPMENT.—Miles of track, about 2.

OFFICER.—Pres. Ezra B. Lake.

GENERAL OFFICE, Ocean City, Cape May County, N. J.

Date of information, Apr., 1897. a z

OGDEN CITY, UTAH.

Population in 1880, 6,069, in 1890, 14,889, in 1895, 15,828, in 1897, 17,530.

Ogden Electric Railway Co.—Chartered Mar., 1897, as a reorganization of the Ogden City Street Ry. Co.

CAPITAL STOCK, authorized, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12, of road, 10; gauge, 4 ft. 8½ in.; 30 lb. T rail; 14 motor cars; Fraser & Chalmers engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. S. M. Jarvis, V. Pres. W. H. Rowe, Sec. Treas. & Gen. Man. N. C. Flygare, Elecn. R. R. Dorland, Ch. Engr. S. R. Skolfield.

GENERAL OFFICE, 2469 Washington Ave.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 244 (ill.).

Date of information, May, 1897. a z

Ogden & Hot Springs Railway Co.

PLANT AND EQUIPMENT.—Miles of track (steam), 8; gauge, 4 ft. 8½ in.; 30 lb. rail.

OFFICERS.—Pres. W. A. Paxton (Omaha, Neb.), Gen. Man. Guy R. Doane (Utah Hot Springs, Utah).

GENERAL OFFICE, Utah Hot Springs, Utah.

Date of information, May. 1897. z

OGDENSBURG, N. Y.

Population in 1880, 10,341, in 1890, 11,667.

Ogdensburg Street Railway Co.—Chartered Dec. 22, 1885. Annual meeting third Tuesday in Feb. This road is being equipped with electricity and is in the hands of the Geneva Construction Co. Operation on a portion of the line by electricity was commenced on Sept. 1, 1895.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $150,000; dated Sept. 2, 1895, due 1925; int. payable semi-annually.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$6,556	$6,634	$6,333	$6,451	$16,903
Operating expenses	6,379	6,064	6,236	6,275	11,351
Earnings from operation	177	570	96	176	5,552
Deduction from earnings	117	104	111	118	7,245
Net income	60	466	*15	58	*1,693
Total surplus account	379	845	830	888	

*Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,	1894.	1895.
ASSETS.		
Cost of road	$18,506	$18,506
" equipment	10,245	10,516
Cash assets	580	366
Total	$29,330	$29,388
LIABILITIES.		
Capital stock	$28,500	$28,500
Profit and loss (surplus)	830	888
Total	$29,330	$29,388

NOTE.—No balance sheet for 1896 was given out.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 48 lb. T rail; 17 cars, of which 10 are motor cars and 7 trail cars; West. engines, West. dynamos and motors, American cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. H. A. Sage, V. Pres. J. F. Dolan, Sec. H. W. Cooley, Treas J. B. Reilly, Supt. Louis Richter, Elecn. Frank Richter.

DIRECTORS.—E. A. Newell, Robt. E. Waterman, of Ogdensburg, N. Y.; H. A. Sage, H. Green, of Easton, Pa.; J. B. Reilly, A. Greenman, of Trenton, N. J.; J. F. Dolan, of Elizabeth, N. J.

GENERAL OFFICE, Ogdensburg, N. Y.

Date of information, May, 1897. b z

OIL CITY, PA.

Population in 1880, 7,315, in 1890, 10,932.

Oil City Street Railway Co.—Organized June 25, 1889. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $90,000.

FUNDED DEBT, authorized and issued, $25,000.

OPERATION.—Year ending June 30,	1895.	1896.
Gross receipts	$12,755	$19,978
Operating expenses	17,295	20,732
Deficit from operation	4,540	754

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$ 65,160	Capital stock	$90,000
Cost of equipment	23,800	Funded debt	25,000
Other perm'nt invest's	72,684	Current liabilities	7,643
Cash	470	Other liabilities	39,471
Total	$162,114	Total	$162,114

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 57 lb. girder and T rail; 10 motor cars; Harrisburg Foundry engines, Curtis and West. motors, New Castle cars.

OFFICERS.—Pres. & Gen. Man. J. B. Smithman, Sec. J. H. Crum, Treas. G. W. Parker, Supt. J. H. Forbush.

DIRECTORS.—J. B. Smithman, J. H. Crum, L. M. Davison, N. H. Brown, A. F. Smithman.

Date of information, Dec., 1896. b

OLEAN, N. Y.

Population in 1880, 3,036, in 1890, 7,358.

Olean Street Railway Co.—Chartered Mar. 1, 1880. Annual meeting first Tuesday in Sept.

CAPITAL STOCK, authorized, $16,000, issued, $15,500; par value, $100 per share. In Apr., 1897, the stockholders voted to increase the capital stock to $300,000.

FUNDED DEBT.—6 p. c. bond and mortgage, authorized $80,000. issued, $75,000; dated May, 1893, due 1923; int. payable Jan. and July.

OPERATION.—Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Gross receipts	$9,618	$10,855	$25,928	$28,184	$27,789
Operating expenses	6,953	8,760	18,807	17,771	18,763
Earnings from oper.	2,665	2,095	7,122	10,414	9,026
Deduc. from earnings.	352	479	4,705	6,391	6,026
Net income	2,313	1,616	2,416	4,023	3,000
Total surplus account.	11,188	12,850	15,337	19,360	22,359

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 4,096	4,684
Transportation expenses	11,804	12,430
Maintenance of way and buildings	712	560
" " equipment	1,159	1,089
Total	$17,771	$18,763

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	408,825
Car miles run	117,530
Gross receipts per car mile	$.237
Operating expenses per car mile	.160

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 81,898	$ 85,643	$ 92,370
" equipment	22,852	26,301	28,819
Cash assets	1,409	3,511	2,462
Other assets	6,085	4,963	9,535
Total	$112,244	$120,419	$133,186
LIABILITIES.			
Capital stock	$ 10,000	$ 15,000	$ 15,500
Funded debt	65,000	67,000	75,000
Interest		2,010	2,250
Bills payable	16,030	15,809	16,868
Other liabilities	5,877	1,239	1,209
Profit and loss (surplus)	15,337	19,360	22,359
Total	$112,244	$120,419	$133,186

PLANT AND EQUIPMENT.—Miles of track (electric), 6.36; gauge, 4 ft. 8½ in.; 50 lb. T rail; 4 horses, 11 cars, of which 8 are motor cars and 3 trail cars.

OFFICERS.—Pres. & Supt. John Fobes, V. Pres. C. S. Carey, Sec. & Treas. G. H. Strong.

DIRECTORS.—Thos. Gilligan, E. E. Rayan, G. H. Strong, M. W. Barse, John Fobes, C. S. Carey, H. C. Morris.

GENERAL OFFICE, Olean, N. Y.

Date of information, Dec., 1896. b

OLYMPIA, WASH.

Population in 1880, 1,232, in 1890, 4,698.

Olympia Light & Power Co.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT, $147,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 5 motor cars; Gen. Elec. dynamos and motors. Brill and Pullman cars; water power.

OFFICER.—Receiver Hazard Stevens.

GENERAL OFFICE, 518 Main St.

Date of information, May, 1897. a z

OMAHA, NEB.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Omaha is situated at the eastern border line of Nebraska, on the Missouri River, near its confluence with the Platte River. It is the county town of Douglas County, and the principal city of Nebraska.

Suburbs.—South Omaha City, West Omaha precinct, East Omaha, Florence and Council Bluffs, Ia., are connected with Omaha by street railway lines.

Population—The population in 1880 was 30,518, and in 1890, 140,452, an increase of 360 per cent. The population of the three cities above named in 1880 was about 20,000, and in 1890 30,585, an increase of 57 per cent. In 1895 it was estimated that there were 200,000 people living within 6 miles of the Union Depot.

Railroad Connections.—The following railroads enter Omaha: Chicago & Northwestern R. R., Chicago, Burlington & Quincy R. R., Chicago, Milwaukee & St. Paul R. R., Chicago, Rock Island & Pacific R. R., Omaha & St. Louis R. R., Missouri Pacific Ry., Union Pacific R. R., Chicago and St. Paul, Minneapolis & Omaha R. R. Omaha and Council Bluffs form a railroad center of great importance, being the Eastern terminus of the Union Pacific R. R., and one of the chief distributing points of the West.

Manufacturing Interests.—A capital of about $50,000,000 is employed in the various manufacturing industries of the city, which include smelting, brewing, distilling, meat packing (excelled only by Chicago and Kansas City), machinery, bricks and steam engines. About 7,500 hands are employed in these industries, receiving in wages about $5,000,000 per annum, and the value of the manufactured product is about $70,000,000 per annum. The jobbing business of Omaha amounts to $60,000,000 per annum and represents all classes of jobbing work.

Banking Capital.—There are now (1897) 8 national banks, with a combined capital and surplus of $4,121,149; 2 state banks, with capital and surplus of $189,224; 5 loan and investment companies, with capital and surplus of $537,303. The total banking capital is $4,847,676.

Assessed Valuation.—The assessed valuation of real estate is (1897) $14,440,142, the property being assessed at about 10 per cent. of its real value. The assessed valuation of the personal property is

$2,975,806. The total valuation of real and personal property is $17,415,948.

Municipal Debt.—The municipal debt of the city less sinking funds is (1896) $3,011,100.

Tax Rate.—The tax rate is (1897) $54 per $1,000 on the assessed valuation of real and personal property.

STREET RAILWAY SYSTEM.—Descriptive.

Omaha is laid out on a plateau rising about 80 ft. from the west bank of the Missouri River. The business streets adjoin the river, while the residence section occupies the higher ground. The city covers an area of 24 square miles, the population density being about 5,800 per square mile. The street railway system of Omaha and Council Bluffs consists of 117 miles of track. All lines meet at the business section near the river, and thence extend chiefly north and south (along the river) through a somewhat narrow residential district, while several lines extend directly west, and one crosses the river to Council Bluffs.

The street railway mileage is controlled as follows:

	Owns
Omaha Street Ry. Co.	90
Omaha & Council Bluffs Ry. & Bridge Co.	20
East Omaha Street Ry. Co.	5
Dundee Place Car Line	2
Total	117

STREET RAILWAY SYSTEM—Present Companies.

Omaha Street Railway Co.—Chartered Jan. 1, 1889. This is a consolidation of the Omaha Horse Ry. Co., the Omaha Motor Co. and the Omaha Cable Tramway Co.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,750,000, in escrow (see Note), $500,000, in treasury, $250,000; coupon, but may be registered; dated May 1, 1889, due 1914; denom. $1,000; int. payable May and Nov. at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Note.—$500,000 of the consolidated mortgage bonds are held in escrow to retire an equal amount of the Omaha Horse R. R. Co.'s first mortgage 6 p. c. bonds, dated July 1, 1886, due 1916, but subject to call after July, 1896; int. payable Jan. and July, at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The unissued first mortgage bonds now in the treasury may be issued and sold for construction and betterments.

Balance Sheet.—The company has no floating debt outside of current expenditures.

Plant and Equipment.—Miles of track (electric), 90; gauge, 4 ft. 8½ in.; 45 lb. and 58½ lb. T and girder rail; 248 cars, of which 100 are motor cars and 148 trail cars; Allis, Wright and West. engines, West. and Gen. Elec. dynamos and motors, American, Pullman, Jones and Stephenson cars.

Officers.—Pres. Frank Murphy, V. Pres. Guy C. Barton, Sec. D. H. Goodrich, Treas. W. W. Marsh, Gen. Man. W. A. Smith, Supt. & Pur. Agt. F. A. Tucker, Elecn. O. Stiles.

Directors.—Frank Murphy, Guy C. Barton, W. W. Marsh, W. A. Smith, J. J. Brown, W. V. Morse, S. D. Mercer, E. W. Nash, A. S. Paddock.

General Office, 20th and Harvey Sts.

References.—Description of road, Vol. VI, Mar., '90, p. 114 (ill.); Vol. VIII, Feb., '92, p. 63; Vol. IX, Feb., '93, p. 106 (ill.).

Date of information, Feb., 1897. a

Omaha & Council Bluffs Railway & Bridge Co.—Chartered Apr. 1, 1887.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, on present mileage, $500,000, issued, $400,000, in escrow (see Note), $100,000; coupon, but may be registered; dated Jan. 1, 1888, due 1908, but subject to call at 110 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Council Bluffs Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated July 1, 1889, due 1909, but subject to call at 106 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company.

Note.—$100,000 of the first mortgage bonds are held in trust to provide for possible emergencies. Further first mortgage bonds may be issued at a rate not exceeding $25,000 per mile for extensions or for new acquisitions of mileage.

By the terms of the first mortgage, the sum of $20,000 per annum must be passed to the sinking fund up to Jan. 1, 1899, and $30,000 per annum thereafter.

Plant and Equipment.—Miles of track (electric), 20, of road, 20; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. girder and T rail; 43 cars, of which 38 are motor cars and 5 trail cars; West. engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Pullman cars.

Officers.—Pres. N. W. Wells, V. Pres. J. J. Brown, Sec. C. T. Stewart, Treas. J. H. Millard, Gen. Supt. & Pur. Agt. W. S. Dimmock, Elecn. I. Lovett, Mast. Mech. & Ch. Engr. of Power Station, W. B. Tarkington.

General Office, Council Bluffs, Ia.

References.—Description of road, Vol. VI, Mar., '90, p. 116 (ill.); Vol. IX, Feb., '93, p. 107 (ill.).

Date of information, Apr., 1897. a z

East Omaha Street Railway Co.

Capital Stock, authorized, $1,000,000, issued, $100,000.

Funded Debt.—None.

Operation.—Surplus after paying dividend in Jan., 1896, $362.

Dividends, in Jan. 1894, 6 p. c.; in Jan. 1895, 1896 and 1897, passed.

Plant and Equipment.—Miles of track (electric), 5.4; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 17 cars, of which 10 are motor cars and 7 trail cars; West. dynamos and motors, St. Louis and American cars.

Officers.—Pres. A. S. Potter, V. Pres. D. Smith, Sec. John R. Webster, Treas. H. W. Yates. Gen. Man. & Pur. Agt. A. B. DeLong, Supt. C. C. Lazarus.

Directors.—A. S. Potter, D. Smith, J. R. Webster, H. W. Yates, G. W. Holdrege, V. O. Streckles, A. B. De Long.

General Office, 16th and Farman Sts.

Date of information, May, 1897. a z

Dundee Place Car Line.—This is a suburban road connecting with the Omaha Street Ry. Co.

Plant and Equipment.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; Detroit motors; power is purchased from the Omaha Street Ry. Co.

Officer.—Pres. & Owner, R. W. Patrick.

Date of information, Apr., 1896.

ONEIDA, N. Y.

Population in 1880, 3,934, in 1890, 6,083.

Oneida Railway Co.—Chartered and municipal franchise granted May 14, 1885, for 50 years. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $15,000.

FLOATING DEBT, $1,600.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$4,564	$6,104	$4,844	$4,281	$4,527
Operating expenses	3,740	4,218	3,568	3,638	3,720
Earnings from operation	824	1,886	1,276	643	808
Deductions from earnings	333	307	220	241	560
Net income	491	1,579	1,056	402	248
Dividends paid		1,050	900	300	300
To surplus account	491	529	156	102	*52
Total surplus account	1,969	2,498	2,654	2,526	2,474
P. c. op. exp. to total receipts	81.1	69.1	73.8	84.9	82.2

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$1.151
Transportation expenses	2,160
Maintenance of way and buildings	234
" " equipment	175
Total	$3,720

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	95,224
Car miles run	40,800
Gross receipts per car mile	$.110
Operating expenses per car mile	.091

DIVIDENDS, in 1892, 7 p. c.; in 1893, 7 p. c.; in 1894, 6 p. c.; in 1895, 2 p. c,; in 1896, 2 p. c.; payable at Central Bank, Oneida, in Apr. and Oct.

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$11,928	$11,928	$11,928
" equipment	5,231	5,488	5,513
Real estate			125
Cash			1,108
Total	$17,159	$17,626	$18,674

Please note date of information at end of each report.

LIABILITIES.

Capital stock	$13,500	$13,500	$13,500
Floating debt	900	1,600	2,700
Open accounts	105		
Profit and loss (surplus)	2,654	2,526	2,474
Total	$17,159	$17,626	$18,674

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 47 lb. center bearing rail; 11 horses, 3 horse cars; Stephenson cars.

OFFICERS.—Pres. W. E. Northrup, V. Pres. Jno. J. Hodge, Sec. Treas. Gen. Man. & Pur. Agt. H. C. Stone, Supt. G. Leggett.

DIRECTORS.—John J. Hodge, Seymour Harvey, W. E. Northrup, E. E. Coon, A. B. French, H. C. Stone, W. H. Stone, R. A. Hill, R. B. Downing.

GENERAL OFFICE, Oneida, N. Y.

Date of information, May, 1897. b z

ONEONTA, N. Y.

Population in 1880, 4,461, in 1890, 6,272.

Oneonta Street Railway Co.—Chartered Nov. 28, 1887, for 99 years. Annual meeting, Monday before second Tuesday in Jan.

CAPITAL STOCK, authorized and issued, $20,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$ 3,797	$ 3,875	$ 3,394	$ 3,529	$ 3,797
Operating exp	5,387	4,920	4,935	5,173	3,239
Deficit from oper'n.	1,590	1,045	1,542	1,645	*558
Deduc. from earn.	735	694	686	692	97
Deficit	2,325	1,739	2,228	2,337	*461
Total deficit	11,289	13,029	15,257	17,594	17,132

*Surplus.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$1,956	$ 240
Transportation expenses	3,006	2,748
Maintenance of equipment	210	251
Total	$5,173	$3,239

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	50,672
Car miles run	36,500
Gross receipts per car mile	$.104
Operating expenses per car mile	.088

BALANCE SHEET.—Dated June 30,

ASSETS.	1894.	1895.	1896.
Cost of road	$15,904	$15,904	$15,904
" equipment	4,530	4,579	4,579
Current assets	1,569	1,578	2,040
Profit and loss (deficit)	15,257	17,594	17,132
Total	$37,260	$39,655	$39,655
LIABILITIES.			
Capital stock	$20,000	$20,000	$20,000
Current liabilities	17,260	19,655	19,655
Total	$37,260	$39,655	$39,655

PLANT AND EQUIPMENT.—Miles of track (horse), 2.25; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T and flat rail; 11 horses, 4 horse cars.

OFFICERS.—Pres. Geo. I. Wilber, V. Pres. D. F. Wilber, Sec. & Treas. D. A. Diefendorf, Gen. Man. E. W. Pope.

DIRECTORS.—George I. Wilber, D. F. Wilber, T. A. Norton, D. Whipple, N. N. Bull, R. Reynolds, L. M. Goldsmith.

GENERAL OFFICE, Oneonta, N. Y.

Date of information, Dec., 1896. b

ONTARIO, CAL.

Population in 1894 (local estimates), 2,500; in 1896 (local estimates), 3,000.

Ontario & San Antonio Heights Railway Co.—Chartered Sept. 8, 1888. On Feb. 15, 1895, parties interested in this property authorized the Ontario Electric Co. to supply the town with light, heat and power, and to equip the Ontario & San Antonio Heights Ry. with electricity. The light company owns water powers.

CAPITAL STOCK, authorized and issued, $150,000, par value, $30 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.33; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Stockton cars

OFFICERS.—Pres. John Jenkins, V. Pres. & Gen. Man. C. Frankish, Sec. F. B. Stamm, Treas. Ontario State Bank, Supt. D. Elcoat.

DIRECTORS.—John Jenkins, E. Jenkins, D. Elcoat, G. T. Stamm, F. B. Stamm, R. M. Frankish, Charles Frankish.

Date of information, May, 1897. a z

OPELIKA, ALA.

Population in 1880, 3,245, in 1890, 3,703.

Opelika & Auburn Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; 5 motor cars.

OFFICERS.—Pres. M. E. Gray (Columbus, Ga.), Sec. C. I. Daughtry, Treas. A. H. Slaughter, Gen. Man., John L. Cowan.

Date of information, Jan., 1897.

ORANGE, N. J.

Population in 1880, 13,217, in 1890, 18,844.

Suburban Traction Co.—Chartered Apr. 13, 1893, in perpetuity. In Dec., 1894, the company went into the hands of a receiver, the cause of receivership being a serious accident on the Eagle Rock branch by which a large uninsured liability for damages was incurred by the company. The company's liabilities amount to $50,000 unsecured claims, besides the bonded debt. Reorganization proceedings are now on foot.

CAPITAL STOCK, authorized and issued, $1,500,000; par value, $100 per share.

FUNDED DEBT.—Orange & Bloomfield Crosstown Ry. Co.'s first mortgage bonds, $60,000.

5 p. c. consolidated mortgage bonds, $477,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec.; trustee of mortgage, American Loan & Trust Co., of Boston.

Receiver's certificates, $67,000.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Gross receipts	$35,629	$42,502	$52,000	$68,247
Operating exp. and fixed charges	38,536	42,938	56,000	67,998
Earnings from operation	*2,907	*431	*4,000	249

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 40 lb. to 80 lb. chair, T and girder rail; 22 motor cars; Ball and West. engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Receiver Watson Whittlesey, Supt. Jas. Smith.

GENERAL OFFICE, Orange, N. J.

REFERENCES.—Receiver's report, Vol. XI, Jan., '95, p. 59; increase of bonds, Vol. IX, Aug., '93, p. 508.

Date of information, May, 1897. a z

Orange Mountain Traction Co.—Chartered Dec. 6, 1895, as the successor to the Orange Mountain Cable Co., whose property was sold at auction on Oct. 9, 1895, to Chas. Eimerman, of Philadelphia, for $10,550. This company on Nov. 30, 1896, stopped operations for the winter months, on account of lack of patronage. The property is for sale.

CAPITAL STOCK, $150,000; par value, $100 per share.

FUNDED DEBT.—Unknown.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.
Gross receipts	$6,176	$4,373	$5,173
Operating expenses and fixed charges	2,014	1,984	2,097
Net income	4,162	2,389	$3,076

PLANT AND EQUIPMENT.—Miles of track (cable), 1.5; gauge, 8 ft.; 56 lb. m. p. rail; 2 cars; Roebling engines, Bloomsburg cars.

OFFICER.—Pres. Wm. S. Hood.

DIRECTORS.—Walter C. MacFarland, 142 S. 4th St., Philadelphia, Pa.; Wm. S. Hood, 607 N. 2d St., Camden, N. J.; L. C. Dodge, 2236 Mt. Vernon St., Philadelphia, Pa.

GENERAL OFFICE, 142 S. 4th St., Philadelphia, Pa.

REFERENCE.—Description of road, Vol. IX, Jan., '93, p. 8 (ill.).

Date of information, May, 1897. z

South Orange & Maplewood Street Railway Co.—The entire operation of this road was not commenced until Jan., 1896.

FUNDED DEBT.—None.

CAPITAL STOCK, authorized and issued, $100,000.

OPERATION.—Year ending Dec. 31, 1896.

Gross receipts	$5,989
Operating expenses	2,700
Earnings from operation	3,289

PLANT AND EQUIPMENT.—Miles of track (electric), 3.2; gauge, 4 ft. 8½ in.; 56 lb. and 90 lb. T and girder rail; 3 motor cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Frank Brewer, Sec. and Treas. Wm. M. Haines, Supt. F. Turner.

Date of information, Feb., 1897. b y

Please note date of information at end of each report.

ORANGEBURG, S. C.

Population in 1880, 2,140, in 1890, 2 964.

Orangeburg City Street Railway Co.

CAPITAL STOCK, authorized, $25,000, issued $12,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 horses, 6 horse cars; Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. W. H. Dukes, V. Pres. N. H. Bull, Sec. & Treas. B. H. Moss.

Date of information, Dec., 1894.

ORLANDO, FLA.

Population in 1890, 2,856.

Orlando Street Railway Co.—This company has been dissolved and the tracks have been removed.

Date of information, Dec., 1896.

OSHAWA, ONT.

Population in 1891, 3,185, in 1895, 4,150.

The Oshawa Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 63 lb. T rail; 5 motor cars; Robb engines, West. dynamos and motors, Rathbun and Ahearn & Soper cars.

OFFICERS.—Pres. & Sec. F. S. Rathbun, V. Pres. Warren Y. Soper, Gen. Man. R. C. Carter, Supt. W. P. Stericker, Ch. Engr. M. J. Butler, Ch. Engr. of Power Station W. S. Rose.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51.

Date of information, May, 1897. a z

OSHKOSH, WIS.

Population in 1880, 15,748, in 1890, 22,836.

Oshkosh Street Railroad Co.

CAPITAL STOCK.—Unknown.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 8.25; gauge, 4 ft. 8½ in.; 30 lb. tram rail; 57 horses, 13 horse cars; Brownell and Wight cars.

OFFICERS.—Pres. Chas. Barber, V. Pres. J. H. Porter, Sec. & Treas. J. H. Jenkins, Gen. Man. & Supt. C. E. Montgomery.

DIRECTORS.—Chas. Barber, J. H. Porter, G. L. Madison, Chas. Schriber, J. H. Jenkins.

GENERAL OFFICE, 222 Main St.

Date of information, May, 1897. a d z

Citizens Traction Co. of Oshkosh.—This company owns a charter for 15 miles of track in the city of Oshkosh, and the road is now under construction.

FUNDED DEBT.—First mortgage bonds, authorized and issued, $200,000; dated Feb. 1, 1897; trustee of mortgage, New York Security & Trust Co., of New York City.

OFFICERS.—Pres. Geo. J. Kobusch, Sec. J. K. Tillotson, Treas. Otto U. Von Schrader.

REFERENCE.—Description of road (brief), Vol. XIII, Apr., '97, p. 244.

Date of information, May, 1897. d z y

OSKALOOSA, IA.

Population in 1880, 4,568, in 1890, 6,558, in 1895 (local estimates), 10,000.

Oskaloosa Street Railway & Land Co.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft.; 16 lb. to 50 lb. T, girder and tram rail; 14 horses, 4 horse cars; Minneapolis and St. Louis cars.

OFFICERS.—Pres. W. M. Peatman, Sec. C. Winter, Treas. W. G. Clark, Supt. J. M. Powell.

GENERAL OFFICE, 100 High Ave. West.

Date of information, Feb., 1896.

OSWEGO, N. Y.

Population in 1880, 21,116, in 1890, 21,842.

Lake Ontario & Riverside Railway Co.—Chartered 1895, for the purpose of effecting a consolidation of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co. The consolidation was actually effected on Mar. 12, 1896. On Oct. 3, 1896, the property was placed in the hands of a receiver.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $160,000, issued, $147,000; dated Mar. 12, 1896, due 1926; int. payable Mar. and Sept.; trustee of mortgage, Guaranty Trust Co.

Oswego Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $125,000; coupon, but may be registered; dated Oct. 1, 1891, due 1911; int. payable Apr. and Oct., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Fulton & Oswego Falls Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $15,000; dated July 8, 1886, due Jan. 1, 1897; int. payable Jan. and July.

In May, 1897, the receiver was authorized to issue $50,000 in receiver's certificates.

OPERATION.—The following report is the combined operating report of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co., for the years 1892-3-4-5, and to Mar. 12, 1896. From Mar. 12, 1896, the report is for the Lake Ontario & Riverside Ry. Co.

Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$22,191	$27,090	$26,921	$25,868	$27,101
Operating expenses	15,772	21,592	17 398	24,374	23,803
Earnings from operation.	6,419	5,498	9,523	1,494	3,297
Deductions from earn'gs.	4,350	7,417	10,231	11,548	10,862
Net income	2,070	*1,920	*709	*10,055	7,564
Total deficit	13,066	16,797	16,729	30,219	

* Deficit.

The following is the balance sheet of the Lake Ontario & River side Ry. Co.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$627,307	Capital stock	$300,000
" equipment	1,048	Funded debt	287,000
Cash and current assets.	981	Interest	2,531
Profit and loss (deficit)..	2,214	Loans	35,974
		Other assets	6,046
Total	$631,551	Total	$631,551

PLANT AND EQUIPMENT.—Miles of track, 12.25; operated by horses, 1.25, by electricity, 11; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. T and girder rail; 23 cars, of which 3 are horse cars, 14 are motor cars and 6 trail cars; Gen. Elec. dynamos and motors, American and Brill cars; rent power.

OFFICER.—Receiver, F. H. Tidman.

GENERAL OFFICE, Oswego, N. Y.

Date of information, May, 1897. b d z y

OTTAWA, ILL.

Population in 1880, 7,834, in 1890, 9,985, in 1897, 16,000.

The Ottawa Street Railway Co.—Chartered Dec. 31, 1896, for 20 years. This company purchased the Ottawa Electric Street Ry., and has now secured new franchises and expects to put the property upon a paying basis in a short time.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $100,000, issued, $75,000, in treasury, $25,000; denom. $1,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. center-bearing rail; 12 cars, of which 8 are motor cars and 4 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Pullman cars.

OFFICERS.—Pres. W. F. Ellis, V. Pres. M. T. Maloney, Sec. Gen. Man. & Pur. Agt. G. J. A. Paul, Treas. A. F. Schock, Supt. W. G. Nicholson, Ch. Engr. J. Lanigan.

Date of information, May, 1897. a d z

OTTAWA, ONT.

Population in 1881, 31,307, in 1891, 44,154, in 1895 (local estimates), 50,000, in 1896 (local estimates), 51,000.

The Ottawa Electric Railway Co.—This is a consolidation in June, 1894, of the Ottawa City Pass. Ry. Co., and the Ottawa Electric Street Ry. Co., Ltd. The company owns municipal franchises, dated Aug. 13, 1893, for 30 years. Annual meeting last Monday in Jan.

CAPITAL STOCK, authorized, $1,000,000, issued, $814,800. Dividends, 8 p. c. per annum, payable quarterly.

FUNDED DEBT.—None.

DIVIDENDS.—In 1892, 7 p. c.; in 1893, 8 p. c.; in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 8 p. c.

OPERATION.—Year ending	May 31, 1893.	May 31, 1894.	May 31, 1895.	Dec. 31, 1896.
Receipts from passengers	$	$	$183,395	$201,278
" other sources			10,597	10,827
" total	109,735	129,484	193,992	212,106
Operating expenses (including all other expenses)	70,221	83,324	122,336	144,360
Net income	39,514	46,160	71,656	67,746
Dividends paid	35,000	37,452	55 085	65,184
To surplus account	4,514	8,708	16,571	2,562
Total surplus account		25,071	41,642	60,370
Per cent. exp. to total receipts	64	64.3	63.1	68

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending	May 31, 1892.	May 31, 1893.	May 31, 1894.	May 31, 1895.	Dec 31, 1896.
Passengers carried.	1,520,405	2,394,504	2,797,281	4,119,084	4,583,235
Mileage	303,363	592,199	759,433	1,171,849	1,538,836
Per cent. exp. to total receipts	63.1	63.8	64.3	63.1	68
Receipts per car mile	$.2363	$ .185	$.1660	$.1565	$.1307
Expenses " "	.1489	.118	.1097	.1004	.0889
Profit " "	.0874	.067	.0563	.0561	.0418
Receipts per passenger carried	.0465	.045	.0449	.0445	.0439
Expenses per passenger carried	.0297	.0293	.0299	.0285	.0298
Profit per passenger carried	.0168	.0157	.0150	.0160	.0141

BALANCE SHEET.—Dated	May 31, 1894.	May 31, 1895.	Dec. 31, 1895.	Dec. 31, 1896.
ASSETS.				
Cost of road, water power, real estate and equipment	$601,644	$856,043	$971,583	$1,011,188
Cash assets	4,269	8,523	4,212	53,272
Legal expenses		6,772		
Bills receivable		4,500	10,200	12,302
Other assets	28,041	849		7,773
Total	$633.954	$876,687	$985,995	$1,084,535
LIABILITIES.				
Capital stock	$500,000	$814,800	$814,800	$ 814,800
Bills payable	50,000		100,000	193,000
Profit and loss, 1893	15,795			
Other liabilities	22,000	3,949	7,955	70
Dividends		16,296	5,432	16,296
Profit and loss (surplus)	46,159	41,642	57,808	60,370
Total	$633.954	$876,687	$985,995	$1,084,535

PLANT AND EQUIPMENT.—Miles of main line, 17, of single track, 10, total track (electric), 27; gauge, 4 ft. 8½ in.; 56 lb. to 72 lb. girder and T rail; 76 motor cars; 1,800 H. P. station plant; West. dynamos, West and Ahearn & Soper motors, Patterson & Corbin and Ottawa cars, Brill and Taylor trucks.

OFFICERS.—Pres. J. W. McRae, V. Pres. & Man. Director T. Ahearn, Sec. & Treas. J. D. Fraser, Supt. J. E. Hutcheson.

DIRECTORS.—J. W. McRae, Warren Y. Soper, T. Ahearn, G. P. Brophy, P. Whelen, Wm. Scott, Thos. Workman.

GENERAL OFFICE, 337 Albert St., Ottawa, Can.

REFERENCES.—Description of road, Vol. IX, June, '93, p. 363; increase of stock, Vol. X, Dec., '94, p. 814; description of road, Vol. XI, Souv., '95, p. 30 (ill.); description of car, Vol. XIII, Feb. '97, p. 96 (ill.); description of parks (brief) Vol. XIII, Mar. '97, p. 151; power station record (brief), Vol. XII, May '96, p. 289.

Date of information, May, 1897. a z

OTTUMWA, IA.

Population in 1880, 9,004, in 1890, 14,001.

Ottumwa Electric Railway Co.—Chartered Sept. 4, 1889, to operate a street railway, an arc and incandescent lighting plant, and a steam heating plant. On Apr. 16, 1896, this property was placed in the hands of a receiver.

CAPITAL STOCK, authorized, $500,000, issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated June 1, 1892, due 1912; denom. $1,000; int. payable June and Dec., at Bank of New York, New York City, and at Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

NOTE.—By the provisions of the mortgage,a sinking fund is to be provided, sufficient to purchase and cancel $5,000 of the bonds per annum, at a sum not exceeding 105 and interest, but bonds may not be called for the sinking fund.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.25, of road, 7.25; gauge, 4 ft. 8½ in.; 38 lb. and 40 lb. girder and T rail; 11 motor cars; Ball and Allis engines, Gen. Elec. and West. dynamos and motors, Pullman and St. Louis cars.

OFFICERS.—Receiver J. H. Merrill, Pres. W. R. Daum, V. Pres. C.F. Blake, Sec. Treas. & Gen. Man. Geo. F. Hall, Supt. of Car Service E. M. Campbell, Gen. Supt. H. H. Caughlan, Ch. Engr. Jos. H. Briggs.

GENERAL OFFICE, 102 S. Market St.

Date of information, Apr., 1897. z

OWENSBORO, KY.

Population in 1880, 6,231, in 1890, 9,837.

Owensboro City Railroad Co.—Chartered in 1886, for 50 years.

CAPITAL STOCK, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $25,000; dated 1888, due 1908; denom. $500; int. payable Jan. and July, at office of Louisville Banking Co., trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized, $100,000, issued, $75,000; dated Jan., 1, 1894, due 1917; denom. $500; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

NOTE.—$25,000 of the second mortgage bonds are held in escrow to retire first mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track(electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 25 cars, of which 12 are motor cars and 13 trail cars; Harrisburg engines, Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. W. E. Whiteley, Sec. R. A. Miller, Treas. J. H. Parish, Gen. Man. J. N. Alsop, Supt. R. H. Neely.

Date of information, Jan., 1894.

OWOSSO, MICH.

Owosso & Corunna Traction Co.—Chartered 1895 for 30 years, as the successor to the Owosso & Corunna Street Ry. Co., which was sold under judgment Aug. 6, 1895. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $40,000, issued, $25,000; due 1926; denom. $500; int. payable Dec. and June, at office of Fidelity Trust Co., of Philadelphia, Pa.

PLANT AND EQUIPMENT.—Miles of track (electric) 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 cars, of which 3 are motor cars and 4 trail cars; rent power.

OFFICERS.—Pres. & Gen. Man. I. D. H. Ralph, Sec. & Treas. W. R. Armstrong, Supt. Oscar Throop.

DIRECTORS.—I. D. H. Ralph, W. R. Armstrong, Jno. L. Ralph.

GENERAL OFFICE, Owosso, Mich.

Date of information, May, 1897.

PADUCAH, KY.

Population in 1880, 8,036, in 1890, 12,797.

Paducah Street Railway Co.—Chartered 1887, for 30 years, from Mar., 1890.

CAPITAL STOCK, authorized, $250,000, issued, $115,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $115,000; dated July 1, 1890, due 1920; int. payable Jan. and July, at office of Columbia Finance & Trust Co., of Louisville, Ky., trustee of mortgage.

NOTE.—By the terms of the mortgage, $12,000 per annum is to be passed to a sinking fund after Apr., 1, 1895.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 35 lb. and 54 lb. T rail; 34 cars, of which 17 are motor cars and 17 trail cars; Ball engines, Gen. Elec. dynamos and motors, Stephenson and St. Louis cars.

OFFICERS.—Pres. Geo. C. Thompson, V. Pres. C. Dallam, Sec. T. J. Flourney, Supt. A. S. Thompson, Pur. Agt. Elecn. & Supt. of Motive Power D. B. Simon.

GENERAL OFFICE, 1342 Broadway.

Date of information, Jan., 1897. d

People's Railway Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in., 35 lb. and 56 lb. T rail; 23 cars, of which 10 are motor cars and 13 trail cars; Russell engines, West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. M. Bloom, V. Pres. Sec. & Gen. Mgr. A. C. Einstein, Treas. W. F. Paxton, Elecn. C. J. Schnaus.

GENERAL OFFICE, 217 N. 2d St.

Date of information, May, 1897. d z

PAINESVILLE, O.

Population in 1880, 3,841, in 1890, 4,755, in 1894 (local estimates,, 6 000.

The Painesville, Fairport & Richmond Street Railway Co.—Chartered 1891. This property was sold under foreclosure of mortgage in May, 1896.

CAPITAL STOCK, authorized, $150,000.

FUNDED DEBT.—Cancelled by foreclosure.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 52 lb. and 60 lb. girder and T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. I. K. Pierson, V. Pres. F. C. Moodey, Sec. & Treas. E. W. Rudder.

Date of information, June, 1896.

Please note date of information at end of each report.

PALATKA, FLA.

Population in 1880, 1,616, in 1890, 3,039, in 1894 (local estimates), 5,000.

Palatka & Heights Street Railway Co.—Chartered Mar., 1888, for 50 years. Annual meeting Feb. 1. This property is now for sale.

CAPITAL STOCK, authorized and issued, $10,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft.; 30 lb. and 40 lb. center bearing and T rail; 3 horses, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. Wm. P. Craig, Sec. Marcus Loab, Treas. E. S. Crill, Gen. Man. W. C. Snow.

DIRECTORS.—Wm. P. Craig, Marcus Loab, E. S. Crill, W. C. Snow, Thos. Murray.

REFERENCES.—Description of road (very brief), Vol. VIII, Apr., '92, p. 206 (ill.).

Date of information, May, 1897. a z

PARIS, TEX.

Population in 1880, 3,980, in 1890, 8,258, in 1896, 15,000.

Paris Railway Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds. authorized, $50,000, issued, $44,000; denom. $1,000; int. payable at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 36 lb. T and girder rail; 45 horses, 13 horse cars.

OFFICERS.—Pres. D. H. Scott, V. Pres. J. H. Johnston, Sec. & Treas. B. J. Baldwin, Jr., Supt. R. F. Grimes.

GENERAL OFFICE, over Farmers' & Merchants' Bank.

Date of information, May, 1897. a z

PARKERSBURG, W. VA.

Population in 1880, 6 582, in 1890, 8,408.

Park City Street Railroad Co.

CAPITAL STOCK, authorized, $75,000; issued, $40,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 40 lb. flat and T rail; 28 horses, 7 horse cars.

OFFICERS.—Pres. D. Gould, V. Pres. & Sec. R. Covert, Treas. W. H. Wolfe, Gen. Man. & Supt. W. A. McCosh.

GENERAL OFFICE. 332 Juliana St.

Date of information, Jan., 1894.

PASADENA, CAL.

Population in 1880, 391, in 1890, 5,000, in 1897, 12,000.

Pasadena & Los Angeles Electric Railway Co.—This company is a consolidation of the Pasadena Street R. R. Co., the City Ry. Co. and the Colorado Street Ry. Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT, $350,000.

PLANT AND EQUIPMENT.—Miles of track, 44; operated by horses, 22; by electricity, 22; gauge, 3 ft. 6 in.; 40 lb. T rail; 31 horses, 30 cars, of which 10 are horse cars and 20 motor cars; Ball & Wood engines, West dynamos and motors, American cars.

OFFICERS.—Pres. P. M. Green, V. Pres. C. W. Smith, Treas. F. C. Bolt, Auditor, H. I. Chatfield.

DIRECTORS.—P. M. Green, F. C. Bolt, C. W. Smith, H. H. Markham, Geo. F. Kernaghan, M. H. Sherman, Geo. H. Barker.

GENERAL OFFICE, Pasadena, Cal.

REFERENCE.—Description of road (brief), Vol. XII, Feb., '96, p. 92 (ill.).

Date of information, May, 1897. a y

Pasadena & Mt. Wilson Railway Co.—This company has not reported directly since June, 1893 (see report below), but the president of the Board of Trustees of Pasadena writes us that the company is still operating the road and has extended it 3 or 4 miles farther up the mountain.

PLANT AND EQUIPMENT.—Miles of track 3.5; operated by electricity, 3, by cable, .5; 2 cars; Gen. Elec. dynamos and motors; Pelton water wheels.

OFFICERS.—Pres. T. S. C. Lowe, V. Pres. P. M. Green, Sec. A. P. West, Treas. T. W. Brotherton.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 462 (ill.); description of opening, Vol. IX, Aug., '93, p. 513 (ill.).

Date of information, May, 1896.

PASO ROBLES, CAL.

Population in 1890, 827, in 1894, 2,000.

El Paso de Robles Street Railway.—Cost of road, $15,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 3 ft.; 16 lb. T rail; 6 horses, 2 horse cars.

LESSEES, Putnam & Hord.

Date of information, Jan., 1895.

PASSAIC, N. J.

Population, in 1880, 6,532, in 1890, 13,028, in 1895 (local estimates), 20,000.

Passaic & Newark Electric Traction Co.—Construction not yet completed.

CAPITAL STOCK, authorized, $250,000, issued, $194,000, in treasury, $66,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $210,000; dated July 1, 1895, due 1945; denom. $500; int. payable Jan. and July, at office of People's Bank & Trust Co., of Passaic.

OPERATION.—	6 months ending Dec. 31, 1895.	Year ending Dec. 31, 1896.
Receipts from passengers	$11,395	$23,753
" other sources	400	400
" total	11,795	24,153
Operating expenses	7,620	15,782
Earnings from operation	4,175	8,371

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 70 lb. and 80 lb. rail; 15 cars, of which 12 are motor cars and 3 trail cars; lease power.

OFFICERS.—Pres. & Gen. Man. B. W. Spencer, Sec. J. W. Clinton, Treas. R. Morrell, Supt. C. A. Stelling, Ch. Engr. C. R. Wise.

DIRECTORS.—B. W. Spencer, G. D. Bogart, R. Morrell, T. M. Moore, Andrew McLean, W. R. Brown.

GENERAL OFFICE, Passaic, N. J.

Date of information, Mar., 1897. a

PATCHOGUE, N.Y.

Patchogue & Port Jefferson Traction Co.—Chartered Feb. 14, 1896, to build an electric railway 15 miles in length. It is expected that this road will be in operation by July 1, 1897.

CAPITAL STOCK.—$400,000; par value, $100 per share.

OFFICERS.—Pres. Edwin Bailey, V. Pres. O. T. Fanning, Sec. J. B. Swezey, Treas. Frank Miller (Bridgeport, Conn), Asst. Treas. John Roe Smith.

DIRECTORS.—J. B. Swezey, Edwin Bailey, John Roe Smith, R. S. Pelletrean, of Patchogue, N. Y.; Jas. R. Skinner, of Brooklyn, N. Y.; O. T. Fanning, of Riverhead, N. Y.; Chas. A. Tooker, Thos. O'Donnell, of Port Jefferson, N. Y; Chas. Sherwood, Frank Miller, of Bridgeport, Conn.

GENERAL OFFICE, Patchogue, N. Y.

Date of information, May, 1897. z

PATERSON, N. J.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Paterson is located in eastern New Jersey, on the right bank of the Passaic River, and is the capital of Passaic County.

Population.—The population in 1880 was 51,031, in 1890, 78,347, in 1895, 97,344.

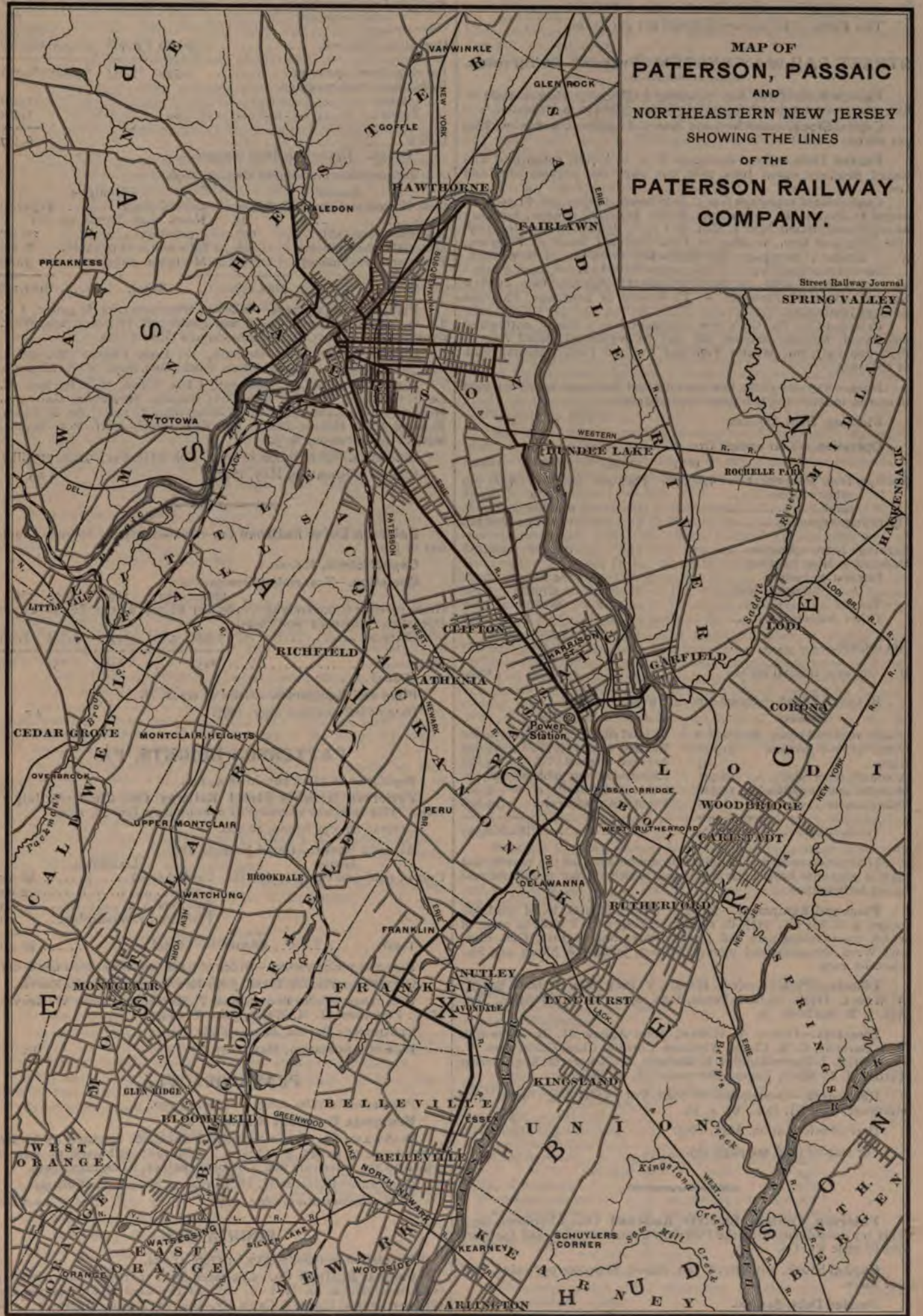
Railroad Connections.—The following railroad lines enter the city: Delaware, Lackawanna & Western R. R., New York, Lake Erie & Western R. R., and New York, Susquehanna & Western R. R. Paterson also has a water outlet, by the Morris Canal, to the Delaware River.

Manufacturing and Commercial Interests.—A capital of about $27,400,000 is employed in the various manufacturing industries of the city, the principal productions being silk and silk goods, malt liquors, foundry and machine shop products, iron and steel, dyeing and finishing textiles, jute and jute goods, building trades, printing and publishing. The silk factories of Paterson are the largest in the United States. About 24,100 hands are employed in these industries, receiving in wages about $11,500,000 per annum, and the value of the manufactured product is about $42,000,000 per annum.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $1,300,000; 2 trust companies with capital and surplus of $250,000; 1 savings bank with capital and surplus of $545,310, and 1 private bank. The total banking capital is $2,095,310.

Assessed Valuation.—The assessed valuation of real estate is (1896) $36,320,148, the property being assessed at about 75 per cent. of its real value. The assessed valuation of the personal property is $7,243,536. The total valuation of real and personal property is $43,563,684.

Please note date of information at end of each report.


MAP OF
PATERSON, PASSAIC
AND
NORTHEASTERN NEW JERSEY
SHOWING THE LINES
OF THE
PATERSON RAILWAY
COMPANY.
Street Railway Journal
VAN WINKLE
GLEN ROCK
GOFFLE
HAWTHORNE
ERIE
FAIRLAWN
PREAKNESS
HALEDON
SPRING VALLEY
TOTOWA
WESTERN
DUNDEE LAKE
ROCHELLE PARK
HACKENSACK
RICHFIELD
CLIFTON
ATHENIA
GARFIELD
LODI
CEDAR GROVE
MONTCLAIR HEIGHTS
OVERBROOK
Power Station
CORONA
PASSAIC BRIDGE
WOODBRIDGE
PERU
UPPER MONTCLAIR
WEST RUTHERFORD
CARLSTADT
BROOKDALE
WATCHUNG
DELAWANNA
RUTHERFORD
FRANKLIN
NUTLEY
MONTCLAIR
LYNDHURST
KINGSLAND
GLEN RIDGE
BELLEVILLE
BLOOMFIELD
ESSEX
UNION
WEST ORANGE
BELLEVILLE
SCHUYLERS CORNER
KEARNEY
EAST ORANGE
ORANGE
WOODSIDE
ARLINGTON
HARRISON
NEWARK

Municipal Debt.—The municipal debt of the city is (1896) $2,850,000, equivalent to about $29 per capita population.

Tax Rate.—The tax rate is (1896) $25 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Paterson Railway Co.—Chartered 1888, as a consolidation of five companies previously operating horse railways in Paterson.

Capital Stock, authorized and issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated June, 1888, due 1908; int. payable June and Dec.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,250 000; issued $1,000,000, in escrow (see Note), $250,000; coupon, but may be registered; dated June 1, 1891, due 1931; denom. $1,000; int. payable June and Dec., at office of First National Bank of Paterson, N. J.; trustee of mortgage, Knickerbocker Trust Co., of New York.

Second mortgage 6 p. c. bonds, authorized, $300,000, issued $225,000; dated Oct. 1, 1894, due 1914; int. payable Apr. and Oct., at First National Bank of Paterson, N. J.; trustee of mortgage, Paterson Savings Institution.

Paterson City Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated Aug. 1, 1890, due 1907; int. payable Feb. and Aug., at First National Bank of Paterson.

Note.—$250,000 of the first consolidated mortgage bonds are held in escrow to retire the two prior issues named.

Floating Debt, $85,000.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers...	$266,489	$243,921	$297,015	$318,049
" other sources.....			1,674	1,036
" total.....			298,689	319,085
Operating expenses.....			174,619	190,529
Earnings from operation...			124,070	128,556
Deductions from earnings.				
Interest on bonds.....			84,975	87,375
" " floating debt.			3,162	5,130
Taxes.....			9.127	9,880
Other deductions.....				4,298
Net income.....			26,806	21,873
P. c. op. exp. to total rec'ts.			58.79	59.90

BALANCE SHEET.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$2,704,218	Capital stock.....	$1,250,000
Other permt. invests.	31,250	Funded debt.....	1,475,000
Cash.....	494	Accrued interest.....	13,845
Accounts receivable..	19,931	Bills and ac'ts payable	96,146
Material and supplies.	15,356	Other liabilities.....	4,360
Other assets.....	1,075	Profit and loss (surp)..	23,006
Total.....	‡$2,772,324	Total.....	‡$2,862,357

‡The total assets and liabilities do not balance for the reason that certain accounts have been kept open, which do not constitute real assets or liabilities.

Plant and Equipment.—Miles of track (electric), 36, of road, 30; gauge, 4 ft. 8½ in.; 58½ lb. center bearing and T rail; 94 cars, of which 79 are motor cars and 15 trail cars; Ball engines, Gen. Elec. and West. dynamos and motors, Gilbert, Jackson & Sharp and Stephenson cars.

Officers.—Pres. Garret A. Hobart, V. Pres. Wm. Barbour, Sec. A. A. Wilcox, Treas. Hobart Tuttle, Gen. Man. M. R. McAdoo, Pur. Agt. J. R. Anthony, Jr.

Directors.—Garret A. Hobart, John Agnew. T. H. Bakewell, Wm. Barbour, C. M. Clark, Winthrop Cowdin, Chas. Curie, Geo. V. De Mott, J. J. Donnell, John E. Barbour, H. Sellers McKee, Hobart Tuttle, M. P. Slade, Eugene Stevenson, A. A. Wilcox.

References.—Description of road, Vol. VIII, Aug., '92, p. 472; mortgage, Vol. XI, Jan., '95, p. 59.

Date of information, May, 1897. a z

For map of road see page 193.

Paterson Central Electric Railroad Co.—Chartered 1892. This is a consolidation of the Paterson Central Ry. Co. and the Central Electric Ry. Co.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt, $44,000.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers.....	$46,527	$27,853	$24,955	$19,081
" other sources.....				668
" total.....				19,749
Operating expenses.....	†38,950	†33,708	†27,395	†23,302
Earnings from operation.....	7,577	*5,855	*2,440	*3,553
Deductions from earnings.				
Interest.....				1,330
Taxes.....				1,424
Deficit.....				6,307

*Deficit. †Including fixed charges.

BALANCE SHEET.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$169,596	Capital stock.....	$150,000
Cash.....	25	Notes with bonds as collateral.....	20,550
Accounts receivable...	937	Bills and ac'ts payable.	8,588
Material and supplies..	408	Mortgage payable....	3,000
Profit and loss (deficit).	11,172		
Total.....	$182,138	Total.....	$182,138

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 45 lb. and 58½ lb. T and girder rail; 18 motor cars; West. dynamos and motors, Brill, Lamokin and Gilbert cars.

Officers.—Pres. Wm. Barbour, V. Pres. Eugene Stevenson, Sec. John R. Beam, Treas. Hobart Tuttle, Gen. Supt. M. R. McAdoo.

Directors.—Thos. H. Bakewell, Chas. Curie, Wm. Barbour, E. Le B. Gardiner, of New York City; Eugene Stevenson, Garret A. Hobart, Philip Katz, Albert A. Wilcox, John R. Lee, John R. Beam, Bernard Katz, Hobart Tuttle, Jno. E. Barbour, A. H. Post, Samuel Nathan, of Paterson, N. J.

Reference.—Description of road, Vol. VIII, Dec, '92, p. 719 (ill.).

Date of information, May, 1897. b z y

Paterson Horse Railroad Co.—Annual meeting second Thursday in Jan.

Capital Stock, $25,000.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts (from freight)....	$5,249	$4,714	$1,570	$2,151	$1,752
Operating expenses and fixed charges.....	5,400	4,637	1,973	2,203	1,851
Net income.....	*151	77	*403	*51	*99

*Deficit.

Plant and Equipment.—Miles of track, .8.

Date of information, May, 1897. a z

PATTERSON HEIGHTS, PA.

Population in 1880, 763, in 1890, 826.

Patterson Heights Street Railway Co.—Chartered July 3, 1895. This company commenced operation on Jan. 19, 1896.

CAPITAL STOCK, issued, $6,000.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip...	$8,216.	Capital stock.....	$6,000
		Loans.....	2,100
		Sundries.....	40
		Profit and loss (surplus)...	76
Total.....	$8,216	Total.....	$8,216

PLANT AND EQUIPMENT.—Miles of track (electric), .26; 1 motor car.

OFFICERS.—Pres. & Treas. John Reeves, Sec. John T. Reeves.

DIRECTORS.—John Reeves, Jas. F. Merriman, Henry W. Reeves, H. C. Patterson, H. M. Myers, John T. Reeves.

PRESIDENT'S OFFICE, Beaver Falls, Pa.

Date of information, May, 1897. b z

PENSACOLA, FLA.

Population in 1880, 6,845, in 1890, 11,750.

Pensacola Terminal Railway Co.

PLANT AND EQUIPMENT.—Miles of track, 16; operated by horses, 7, by steam, 9; gauge, 4 ft. 8½ in.; 56 lb. rail; 43 horses, 13 cars, of which 10 are horse cars and 3 dummy engines, 8 passenger cars.

OFFICERS.—Receiver W. H. Northrup, Sec. A. L. Williams.

Date of information, May, 1897. a z

PEORIA, ILL.

Population in 1880, 29,259, in 1890, 41,024.

Central Railway Co.—Chartered Mar. 31, 1888. This company is a consolidation, on May 16, 1889, of the Central City Horse Ry. Co., the Central Horse & Cable Ry. Co., the Peoria Horse & Cable

Ry. Co. Since the original consolidation, the East Bluff Peoria Horse Ry. Co., the Peoria Rapid Transit Co., the Lakeside Electric Ry. Co. and the Richmond Street Ry. Co. have been consolidated with this company. In Aug., 1895, the Fort Clark Street Ry. Co., was also absorbed.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $500,000, in escrow, $250,000; dated Oct. 1, 1895, due Apr. 1, 1915; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

NOTE.—$250,000 of the first mortgage bonds are held in escrow to provide for future extensions and betterments to the extent of 75 p. c. of the actual cost of such construction or additions.

OPERATION.—The latest reports received are for the years ending Mar. 31,

	1892.*	1893.*	1894.*	1895.†
Gross receipts	$169,555	$180,192	$174,581	$253,384
Operating exp.	109,401	119,169	123,296	162,272
Earnings from op.	60,154	61,023	51,285	91,112

LATER EARNINGS.

Seven months ending Oct. 31, 1895.*

Gross receipts	$138,850
Operating expenses	72,615
Earnings from operation	66,235

*Not including 14 miles Fort Clark Street Ry. Co.

†On 41 miles, total present system.

PLANT AND EQUIPMENT.—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 38 lb. to 80 lb. T and girder rail; 124 cars, of which 61 are motor cars and 63 trail cars; Allis engines, Gen. Elec. dynamos and motors, American, Laclede and St. Louis cars.

OFFICERS.—Gen. Man. & Pur. Agt. John Finley, Supt. Ch. Engr. Elecn.

GENERAL OFFICE, 622 S. Adams St.

REFERENCE.—Description of road (brief), Vol. VI, Jan., '90, p. 13. (ill.).

Date of information, Mar., 1896.

Glen Oak & Prospect Heights Railway Co.—Chartered May, 1896, for 20 years, as a consolidation of the Glen Oak & Prospect Heights Ry. Co., and the Peoria Northeastern Ry. Co. Municipal franchise granted Aug., 1896, for 20 years. Annual meeting third Thursday in May.

CAPITAL STOCK, authorized, $100,000, issued, $81,000, in treasury, for future extensions, $19,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated May, 1896, due 1916; denom. $1,000; int. payable May and Nov., at office of the Royal Trust Co., of Chicago, Ill., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 7.20; operated by electricity, 5.95, by steam, 1.25; gauge, 4 ft. 8½ in.; 76 lb. rail; 8 cars, of which 5 are motor cars, and 3 trail cars, 1 dummy engine; 300 H. P. station plant; Bates-Corliss engine, Westinghouse dynamos and motors, St. Louis cars, McGuire trucks.

OFFICERS.—Pres. M. Sieberling, V. Pres. J. H. Sieberling, Sec. Fred Patee, Treas. A. G. Sieberling, Gen. Man. W. E. Avery, Supt. Chas. Wilson, Ch. Engr. Wm. Alexander.

DIRECTORS.—M. Sieberling, J. H. Sieberling, A. G. Sieberling, Fred Patee, F. L. Kryder, C. J. Butter, W. E. Avery.

Date of information, May, 1897. a z

PETERBOROUGH, ONT.

Population about 12,000.

Peterborough & Ashburnham Street Railway Co., Ltd.

CAPITAL STOCK, authorized, $200,000, issued, $47,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in., 56 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Canadian Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. T. E. Bradburn, V. Pres. Fred. Nicolls, Sec. A. P. Poussette.

Date of information, May, 1897. z

PETERSBURG, VA.

Population in 1880, 21,656, in 1890, 22,680.

Petersburg Electric Railway Co.—Chartered 1896, as a reorganization of the Petersburg Street Ry. Co., whose property was sold at auction in Feb., 1896.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—$50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.25; gauge, 4 ft. 8½ in.; 45 lb. center-bearing and 56 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. Edw. C. White, of New York; V. Pres. L. Nash, of Westport, Conn.; Sec. W. P. McRae, of Petersburg; Gen. Man. F. E. Kenney, of Petersburg.

DIRECTORS.—Edw. C. White, R. G. Rolston, of New York; L. Nash, of Westport, Conn.; W. P. McRae, Alex. Hamilton, Brydon Tennant, of Petersburg.

Date of information, May, 1897. d z

Petersburg & Asylum Railway Co.—This property was sold in Feb., 1896, but the sale was not confirmed by the court, and a new sale was ordered. This sale took place in May, 1896, and the property was bought by J. L. Williams & Son, of Richmond, and W. M. Habliston, of Petersburg.

CAPITAL STOCK, $20,000.

FUNDED DEBT, $30,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 4 cars, 1 Baldwin engine.

OFFICERS.—Unknown.

Date of information, May, 1896.

PHILADELPHIA, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Philadelphia is in the southeastern part of Pennsylvania, on the west bank of the Delaware River and at the mouth of the Schuylkill River. It is co-extensive with Philadelphia County. Within the city limits there are a number of population centers, Germantown, Chestnut Hill, Frankford, Bridesburg, Holmesburg, Manayunk, and smaller places, which are practically suburban townships of Philadelphia proper.

Suburbs.—A large number of suburban townships in Delaware, Montgomery and Bucks Counties are tributary to Philadelphia markets, and are connected with the city by street and steam railroads.

Population.—The population in 1880 was 847,170, in 1890, 1,046,964 and in 1892, 1,142,653.

Railroad and Steamship Connections.—The Pennsylvania R. R., the Philadelphia & Reading R. R., and the Baltimore & Ohio R. R., with their branch and leased lines, connect Philadelphia with all parts of the country. The city has also over 20 miles of water front on the Delaware River, which is navigable by the largest merchant steamers, and which gives the city an important place in the foreign and domestic trade of the country. Direct lines of steamships run from Philadelphia to Liverpool, Antwerp, the West Indies and nearly all the important ports of the United States.

Commercial Interests.—The leading articles of export from Philadelphia are anthracite and bituminous coals, petroleum, crude and manufactured iron, machinery and other manufactured products, raw and manufactured cotton, grain and provisions, livestock, lumber, fertilizers and tobacco. The total value of exports for the year ending June 30, 1892, was $58,541,457, and of imports $60,006,791. Within the last few years the foreign trade of Philadelphia has increased to a remarkable extent, due partly to the extension of the railroad connections, and partly to the development of the mineral fields of Pennsylvania.

Manufacturing Interests.—A capital of about $375,000,000 is employed in the various manufacturing industries of the city, the principal productions being textiles, foundry and machine shop products, chemicals, sugar and molasses, iron and steel, slaughtering products, boots and shoes, hats and caps, shipbuilding.

Banking Capital.—There are now (1897) 40 national banks with a combined capital and surplus of $34,828,000; 5 state banks, with capital and surplus of $6,933,445; 36 trust companies, with capital and surplus of $38,417,115, and 55 private banks. The total banking capital is $80,178,560.

	1880.	1890.	Latest.
Population	847,170c	1,046,964c	1,300,000a d
Area, in square miles	.....	129	129d
Population per square mile	.....	8,116	.....
Assessed Valuation.			
Real estate, p. c. actual value	.....	.....	75
Total	$ 536,667,834	688,713,518	816,841,844d
" per cap	$ 634	657	.....
***Municipal Debt**, net	$ 72,264,595	56,777,370	34,447,770d
" " per cap.	$ 85	54	.....
Tax Rate, per $1,000	20.00	18.50	18.50d
Manufacturing Interests. c			
No. of establishments	8,567	18,148	.....
Capital invested	$ 187,148,857	362,895,272	.....
" " per cap.	$ 221	346	.....
No. of employes	185,527	253,073	.....
Wages per annum	$ 64,265,966	132,436,268	.....
Cost of materials	$ 199,155,477	302,623,539	.....
Value of product	$ 324,342,935	564,323,762	.....
Banking Capital	$	.....	80,178,560d
" " per cap.	$	.....	.....

*Including water debt, deducting sinking fund. c Census. a Local estimates. d 1897.

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Descriptive.

The street railway system of Philadelphia is in many respects unique. Its development was especially rapid in the early days of the industry, and for a long time it surpassed every city in the country in the length of its lines and perfection of its service. To-day, its *line* mileage is greater than that of any other city, chiefly because of the fact that a large number of single track lines are operated on parallel streets, forming, in effect, a series of narrow belt lines throughout the city. The street railway traffic, while very large, has not yet realized its full possibilities, and the extensions and improvements now on foot will doubtless bring about a substantial increase in earnings. The street railway mileage is controlled as follows:

	Controls
Delaware County & Philadelphia Electric Ry. Co.	9
Fairmount Park Transportation Co.	10
Hestonville, Mantua & Fairmount Park R. R. Co.	25
Holmesburg, Tacony & Frankford Electric Ry. Co.	17
Philadelphia & West Chester Traction Co.	12
Roxborough, Chestnut Hill & Norristown Ry. Co.	17
Union Traction Co.	408
Wissahickon Electric Pass. Ry. Co.	4
Total	502

STREET RAILWAY SYSTEM.—Present Companies.

Catharine & Bainbridge Streets Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co., on Mar. 1, 1890, for 99 years. On Sept. 24, 1895, the lease was amended to run for 999 years from Mar., 30, 1890, at an annual rental equivalent to the interest on the lessor's funded debt. This road is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $400,000, par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $150,000; coupon, but may be registered; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct., at People's Bank; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Construction	$724,587	Capital stock	$400,000
Equipment	57,764	Funded debt	150,000
Cash	2,348	Open accounts	234,698
Total	$784,698	Total	$784,698

Date of information, May, 1897. b z

The Centennial Passenger Railway Co.—Chartered, May 20, 1889. Annual meeting second Monday in Jan.

Leased on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 21, 1893. This road is now operated by the Union Traction Co.

Capital Stock, authorized, $15,000, paid in, $1,500.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$12,700	Capital stock	$ 1,500
Cash	58	Unfunded debt	11,066
		Profit and loss (surplus)	191
Total	$12,758	Total	$12,758

Date of information, May, 1897. b z

Chelten Avenue Passenger Railway Co.—Chartered May 20, 1889. Annual meeting second Monday in Jan.

Leased on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 1, 1895. This road is now operated by the Union Traction Co.

Capital Stock, authorized, $78,000, issued, $39,000, paid in, $3,900; par value, $50 per share.

Operation.—Included in report of the People's Passenger Ry. Co. (which see).

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Construction	$68,757	Capital stock	$ 3,900
Equipment	23,968	Unfunded debt	93,757
Profit and loss (deficit)	4,932		
Total	$97,657	Total	$97,657

Date of information, May, 1897. b z

Citizens' Clearfield & Cambria Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1896 by the Electric Traction Co., and is now operated by the Union Traction Co.

Capital Stock, issued, $6,000, paid in, $600.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$30,003	Capital stock	$ 600
		Accounts payable	29,403
Total	$30,003	Total	$30,003

Date of information, May, 1897. b z

Citizens' East End Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1896 by the Electric Traction Co., and is now operated by the Union Traction Co.

Capital Stock, issued, $15,000, paid in, $1,500.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$55,008	Capital stock	$ 1,500
		Accounts payable	53,508
Total	$55,008	Total	$55,008

Date of information, May, 1897. b z

Citizens' Passenger Railway Co.—Chartered Mar. 25, 1858. Annual meeting second Monday in Jan.

Leased to the Electric Traction Co. (originally, on April 1, 1892, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years at the following rental:

Year ending Mar. 31,	Total rental.	Rental per share.
1893	$115,000	$11.50
1894	120,000	12.00
1895	125,000	12.50
1896	125,000	12.50
1897	130,000	13.00
1898	130,000	13.00
1899 and thereafter	140,000	14.00

It is understood that the lease is now assigned to the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $192,500; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July, Oct.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction, equipment and real estate	$484,453	$500,000
Total	$484,453	$500,000
LIABILITIES.		
Capital stock	$192,500	$500,000
Surplus reserve and profit and loss, all expended on property	291,953	
Total	$484,453	$500,000

Date of information, May, 1897. b z

The Continental Passenger Railway Co.—Chartered Sept. 3, 1873. Annual meeting second Monday in Jan.

Leased, on Jan. 1, 1880, to the Union Passenger Ry. Co. for 99 years, at a rental equivalent to fixed charges and a dividend of 12 p. c. on capital stock ($6 per share, $120,000 per annum); now controlled by the Philadelphia Traction Co., and operated by the Union Traction Co.

This company leased the Seventeenth & Nineteenth Streets Passenger Ry. Co. on July 1, 1879, for 99 years.

Capital Stock, authorized and issued, $1,000,000, paid in, $580,000 ($29 per share); par value, $50 per share. Dividends 12 p. c., payable Jan. and July.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $310,000; dated June 30, 1879, due July 1, 1909; denom. $500 and $1,000; int. payable Jan. and July, at People's Bank; trustees of mortgage, Wm. Elliot and Wm. H. Kern.

Note.—The first mortgage bonds may be drawn at the rate of $20,000 per annum, after June 30, 1884.

Foreclosure proceedings may be instituted by holders of $1,000 in bonds upon default of principal or interest.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction	$160,009	$ 866,043
Equipment	103,645	103,645
Stock	70,216	600,000
Cash	121	121
Open accounts	43,500	68,500
Total	$977,492	$1,638,309
LIABILITIES.		
Capital stock	$580,000	$ 580,000
Funded debt	350,000	350,000
Open accounts	11,750	672,568
Profit and loss (surplus)	35,741	35,741
Total	$977,492	$1,638,309

Date of information, May, 1897. b z

Please note date of information at end of each report.

Delaware County & Philadelphia Electric Railway Co.—This company operates a line from Media, Pa., to Baltimore Ave., Philadelphia, connecting with the Union Traction Co.'s system.

Capital Stock, authorized, $500,000, issued, $300,000.

Funded Debt.—First mortgage 6 p. c. bonds, $64,000; dated July 1, 1893, due 1913; int. payable Jan. and July at Independence National Bank of Philadelphia.

Operation.—Year ending June 30,	1895.	1896.
Receipts from passengers	$31,501	$61,325
" other sources	483	173
" total	31,984	61,498
Operating expenses	15,021	30,489
Earnings from operation	16,963	31,009
Deductions from earnings.		
Interest		3,840
Taxes		2,022

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Charters	$ 253	
Construction and equipment	306,359	$367,317
Cash	15,146	16,292
Total	$321,758	$383,609
LIABILITIES.		
Capital stock	$243,000	$293,000
Funded debt	64,000	64,000
Other liabilities	486	11,191
Profit and loss (surplus)	14,272	15,418
Total	$321,758	$383,609

Plant and Equipment.—Miles of track (electric), 9; 80 lb. T and girder rail; 18 motor cars; Gen. Elec. dynamos and motors, Lamokin cars.

Officers.—Pres. J. S. Austin, V. Pres. T. E. Wiedersheim, Sec. & Supt. Samuel Haigh, Treas. W. H. Sayen.

Directors.—Jas. S. Austin, W. H. Sayen, J. W. Phillips, Edward V. Kane, Joseph P. Gibbons, Theodore E. Wiedersheim, R. L. Austin.

Reference.—Description of road (brief), Vol. X, June, '94, p. 359 (ill.).

Date of information, May, 1897. a b z

The Electric Traction Co. of Philadelphia.—Chartered May 8, 1893. Annual meeting in Oct.

The company owns 10,001 shares of the capital stock of the Omnibus Co. General (now being dissolved) and 10,100 shares of the capital stock of the Lehigh Avenue Ry. Co. It controls by original and assigned leases the Frankford & Southwark Philadelphia City Pass. R. R. Co. (including Lombard & South Street Pass. Ry. Co., not now in existence), Citizens' Pass. Ry. Co., Second & Third Streets Pass. Ry. Co. The company has constructed and operates the lines of the Citizens' East End Street Ry. Co. and the Citizens' Clearfield & Cambria Street Ry. Co. It has also done some preliminary work for the Citizens' North End Street Ry. Co. and the Brown & Parrish Street Ry. Co.

For details of capitalization and terms of leases, etc., see reports of the various companies.

Lease.—This system, including all the lines named above, was leased to the Union Traction Co., on July 1, 1896, for 998 years and 3 months. The Union Traction Co. had previously (on Oct. 1, 1895) purchased a large controlling interest in the capital stock of this company, exchanging therefor its own trust certificates. (See Union Traction Co.)

Capital Stock, authorized, $8,750,000 (by vote of stockholders), issued, $8,297,920; par value, $50 per share. (See note above.)

Funded Debt.—The company has no direct funded indebtedness, but has assumed the outstanding bonds of other companies to the amount of $282,100.

Operation.—The following is a combination of the operating reports of all the companies operated by the Electric Traction Co., for the

Years ending June 30,	1892.	1893.	1894.	1895.	1896.
Rects. fr'm pass.	$1,871,781	$2,040,655	$1,773,679	$2,112,280	$2,496,164
" other so'rces.	85,383	*86,666	126,927	39,573	75,538
" total	1,957,164	2,127,321	1,900,606	2,151,853	2,571,702
Oper. expenses	1,248,082	1,353,712	1,120,026	1,241,584	1,270,208
Earn. from op.	709,082	773,609	780,580	910,269	1,301,494
Deduc. f'm earn.					
Taxes					324,909
Interest					19,554
Rentals					816,872
Net income					140,156
Dividends					175,000
Deficit					34,843
Tot'l surp's acct.					11,392
Per cent op. exp. to total rects.	63.8	63.6	58.9	57.7	49.4

*Not including $90,117, paid by F. & S. P. C. P. R. R. Co. to the 2d & 3d St. P. R. Co. for 6 months rental.

OPERATING EXPENSES.

Year ending June 30, 1896.	
General expenses	$ 175,711
Transportation expenses	834,874
Maintenance of way and buildings	80,795
" " equipments	178,828
Total	$1,270,208

Balance Sheet.—Dated June 30, 1894.	1895.	1896.
ASSETS.		
Cost of road	$2,016,723	$6,798,873	$7,787,713
Securities on hand	883,400	885,150	
Open accts. Union Trac. Co.			945,798
Cash assets	527,646	364,658	
Other assets		21,530	
Total	$3,427,769	$8,070,212	$8,733,511
LIABILITIES.			
Capital stock	$3,064,285	$7,618,986	$8,297,920
Funded debt	282,100	282,100	282,100
Accounts payable		103,899	142,119
Other liabilities	22,175	19,010	
Profit and loss (surplus)	59,209	46,216	11,372
Total	$3,427,769	$8,070,212	$8,733,511

References.—Description of road, Vol. X, Jan., '94, p. 9 (ill.); Vol. X, Oct., '94, p. 607 (ill); description of cars, Vol. X, May, '94, p. 289 (ill.); description of road, Vol. XI, June, 95, p. 393 (ill.); description of South St. power station, Vol. XI, Oct., '95, p. 655 (ill.); description of repair shop, Vol. XI, Dec., '95. p. 787 (ill.).

Date of information, May, 1897. b z

For map of system see inset between pages 196 and 197.

Empire Passenger Railway Co.—Chartered Feb. 10, 1869. Annual meeting first Monday in Jan.

Leased to Philadelphia Traction Co. (originally to the Citizens' Pass. Ry. Co., and Seventeenth & Nineteenth Streets Pass. Ry. Co., jointly on Dec. 26, 1873), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized, $300,000, issued and outstanding, $200,000; dated June 25, 1870, due July 1, 1900; denom. $500; int. payable Jan. and July, at People's Bank; trustees of mortgage, Amos Ellis and Jos. E. Gillingham.

Note.—The first mortgage bonds are secured by a lien on franchises and all except personal property.

Foreclosure proceedings may be instituted at request of holders of $10,000 upon default in principal or interest.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction and equipment	$ 929,862	$1,639,911
Open accounts	87,349	
Cash	245	111
Total	$1,017,456	$1,640,022
LIABILITIES.		
Capital stock	$ 600,000	$ 600,000
Funded debt	200,000	200,000
Due lessee company		705,715
Accounts payable		2,910
Profit and loss (surplus)	217,456	131,397
Total	$1,017,456	$1,640,022

Date of information, May, 1897. b z

Fairmount Park Transportation Co.—Chartered 1894, for 50 years.

Capital Stock, authorized and issued, $2,000,000,

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 10; gauge, 5 ft. 2¼ in.; 90 lb. T rail; 60 cars, of which 30 are motor cars and 30 trail cars; Wetherill engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. Geo. S. Gandy, V. Pres. James Rawle, Sec. & Treas. Ellsworth H. Hults, Supt. W. H. Janney, Ch. Engr. Alex. H. Engstrom.

Reference.—Description of road, Vol. XII, Dec., '96, p. 778.

Date of information May, 1897. d z

Frankford & Southwark Philadelphia City Passenger Railroad Co.—Chartered Apr. 4, 1854, under the name of the Philadelphia & Delaware River R. R. Co. Title changed by act of Assembly, Apr. 9, 1858. In Apr., 1892, this company leased the Citizens' Passenger Ry. Co.; in Jan., 1893, it leased the Second & Third Streets Passenger Ry. Co.; and in Apr., 1893, it acquired, by exchange of stock, the Lombard & South Street Passenger Ry. Co. Annual meeting second Monday in Jan.

Please note date of information at end of each report.

Leased, with all constituent companies, on July 1, 1893, for 999 years to the Electric Traction Co. for $2,500 per annum, for organization expenses, and the following rental:

Year ending June 30,	Total rental.	Rental per share.
1894	$450,000	$12.00
1895	468,750	12.50
1896	487,500	13.00
1897	506,250	13.50
1898	525,000	14.00
1899	543,750	14.50
1900	562,500	15.00
1901	600,000	16.00
1902	637,500	17.00
1903 and thereafter	675,000	18.00

It is understood that this lease is now assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,875,000; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July and Oct., at company's office.

Funded Debt.—Lombard & South Street Pass. R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Nov. 11, 1881, due Dec. 1, 1901, but redeemable after Dec. 1, 1886; denom. $500 and $1,000; int. (free of tax), payable June and Dec., at office of Electric Traction Co.; trustee of mortgage, Real Estate Title, Insurance & Trust Co., of Philadelphia.

West End Pass. Ry. Co.'s first mortgage 7 p. c. coupon bonds, authorized, $150,000, outstanding, $132,100; dated Oct. 1, 1875, due 1905; denom. $100 and $500; int. payable Apr. and Oct., at office of Electric Traction Co.; trustee of mortgage, Philadelphia Trust, Safe Deposit & Insurance Co.

Note.—Foreclosure proceedings may be instituted on the L. & S. first mortgage bonds at the request of the holders of one-third of the amount outstanding.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$1,224,241	$1,224,241
Equipment	582,560	582,560
Investment	31,201	42,965
Cash	123,301	123,436
Profit and loss (deficit)	30,884	52,216
Total	$1,992,188	$2,025,419
LIABILITIES.		
Capital stock	$1,875,000	$1,875,000
Rentals	117,188	121,875
Loans		24,000
Accounts payable		4,544
Total	$1,992,188	$2,025,419

Date of information, May, 1897. b z

Germantown Passenger Railway Co.—This is a consolidation on Feb. 15, 1866, of the Fairmount Park & Delaware River Pass. Ry. Co. (originally incorporated as the Richmond & Schuylkill River Pass. Ry. Co.), and the Germantown Pass. Ry. Co. Annual meeting second Monday in June.

Leased, on Oct. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 9 p. c. on the capital stock issued ($4.50 per share, $135,000 per annum). By a new agreement made Dec. 1, 1893, the dividend was to be increased on Jan. 1, 1895, to $4.75 per share, on Jan., 1896, to $5.00 per share, and on Jan. 1, 1897, and thereafter to $5.25 per share ($157,500 per annum.) It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000; paid in $572,800; ($15 per share on 20,000 shares and $35 per share on 10,000 shares); par value, $50 per share. Dividends payable quarterly in Jan., Apr., July and Oct.

Funded Debt.—Fairmount Park & Delaware River Pass. Ry. Co.'s first mortgage 5 p. c. registered bonds, authorized, $100,000; outstanding, $67,500; dated Oct. 22, 1864, due Dec. 1, 1884, but extended to June 1, 1904; denom. $500; int. payable June and Dec. at office of Guarantee, Trust & Safe Deposit Co.; trustees of mortgage, Pearson S. Peterson and David Stuart.

Germantown Pass. Ry. Co.'s second mortgage 5 p. c. coupon bonds, authorized and issued, $160,000; dated Oct. 1, 1879, due 1899; denom. $1,000; int. payable Apr. and Oct., at office of Guarantee Trust & Safe Deposit Co. of Philadelphia; trustee of mortgage, Henry M. Phillips.

Note.—The first mortgage bonds are a lien upon the line on Girard Ave. running east to Frankford Ave., and returning west to Schuylkill River, being that portion of the present system originally owned by the Fairmount Park & Delaware River Pass. Ry. Co.

The second mortgage bonds are a lien upon all the franchises, roadbed and real estate of the company then owned or thereafter to be acquired, but not on personal property.

Foreclosure proceedings may be instituted at the request of holders of $20,000 in bonds for default in principal or interest. The first and second mortgage bonds are subject to taxation.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction and equipment	$ 950,783	$ 950,783
Cash	3,089	5,069
Sinking fund	85,441	94,205
Expenses	384	1,484
Total	$1,039,696	$1,051,541
LIABILITIES.		
Capital stock	$ 572,800	$ 572,800
First mortgage bonds	67,500	67,500
Second mortgage bonds	160,000	160,000
Unclaimed dividends	311	311
Sinking fund	85,441	94,205
Other liabilities	3,112	6,193
Due lessee company		150,533
Profit and loss (surplus)	150,533	
Total	$1,039,696	$1,051,541

Date of information, May, 1897. b z

Girard Avenue Railway Co.—Chartered May 17, 1894. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from May 30, 1895. It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized, $9,000, issued, $5,000, paid in, $500.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$344	Capital stock	$500
Profit and loss (deficit)	156		
Total	$500	Total	$500

Date of information, May, 1897. b z

Green & Coates Streets Philadelphia Passenger Railway Co.—Chartered Apr. 21, 1858, Annual meeting second Monday in Jan.

Leased on Sept. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 12 p. c. per annum on the capital stock ($6 per share, $60,000 per annum). It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $150,000; par value, $50 per share. Dividends 12 p. c., payable Jan., May, July and Oct., by Real Estate Title, Insurance & Trust Co.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated July 12, 1878, due July 15, 1898; denom. $1,000; int. (free of tax), payable Jan. 15 and July 15 at office of Real Estate Title, Insurance & Trust Co.; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co.

Note.—The first mortgage bonds are a lien on the entire roadbed, real estate, equipments, franchises and income.

Forclosure proceedings may be instituted at the request of holders of $10,000 in bonds, for default in principal or interest.

By the terms of the lease the lessee agrees to pay $5,000 to a sinking fund for cancellation of mortgage indebtedness.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction and equipment	$258,181	$258,181
Real estate	64,285	64,285
Cash	7,210	8,267
Total	$329,677	$330,734
LIABILITIES.		
Capital stock	$150,000	$150,000
Bonds	100,000	100,000
Ground rent and mortgage	21,917	21,917
Profit and loss (surplus)	57,760	58,817
Total	$329,677	$330,734

Date of information, May, 1897. b z

Hestonville, Mantua & Fairmount Passenger Railway Co.—Chartered Apr. 6, 1859, in perpetuity. Annual meeting second Monday in Jan. On Dec. 10, 1864, the Fairmount & Arch Street Pass. Ry. Co., and on Jan. 1, 1865, the Fairmount Pass. Ry. Co. were consolidated with this company.

Capital Stock, authorized and issued, $2,500,000; par value, $50 per share.

6 p. c. preferred stock, $533,900; par value, $50 per share. Dividends payable Jan. and July. Preferred stock is entitled to share profits pro rata with common stock after 6 p. c. has been paid on both.

Funded Debt.—Second mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Mar. 1, 1882, due 1902; denom. $500; int. payable Mar. and Sept., at office of Guarantee Trust & Safe Deposit Co., trustee of mortgage.

Please note date of information at end of each report.

Fairmount Pass. Ry. Co.'s first mortgage 6 p. c. (originally 7) coupon bonds, authorized, $125,000, outstanding, $124,500; dated Jan. 14, 1861, due Jan. 1, 1881, but extended to Jan. 1, 1901; denom. $500; int. payable Jan. and July at company's office; trustees of mortgage, Pearson S. Peterson and John Roche.

Consolidated mortgage 5 p. c. gold bonds, authorized, $1,250,000, issued, $1,050,500, in escrow (see Note), $199,500; dated May 1, 1894, due 1924; denom. $500 and $1,000; coupon, but may be registered; int. payable May and Nov., at office of Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Ground rents, $22,367.

Note.—The first mortgage bonds have been retired, and $300,000 consolidated mortgage bonds, formerly held in escrow, have been issued in place thereof.

$199,500 of the consolidated mortgage bonds are held in escrow to retire the two prior liens described.

Foreclosure proceedings may be instituted upon the second mortgage upon request of holders of one-third outstanding bonds for default in principal or interest.

Operation.—

Year ending	June 30, 1893.	June 30, 1894.	June 30, 1896.	Dec. 31, 1895.	Dec. 31, 1896.
Rects. from pass...	$325,712	$292,821	$549,674	$	$
" other sources.	4,935	9,863	27,239		
" total.....	330,647	302,684	576,913	523,212	549,896
Operating expenses.	259,825	215,032	†344,403	315,762	294,626
Earnings from op'n.	70,822	87,652	232,510	207,450	255,270
Deduc. from earn.					
Interest.....	34,577	34,947	77,407	} 97,966	119,620
Taxes.....	4,266	19,642			
Miscellaneous.....	34,656	11,594			
Net income.....	*2,677	21,469	155,103	109,484	135,650
Dividends paid.....			32,034	32,034	65,169
To surplus account..			123,069	77,450	70,481
Total surp. account.					

Dividends in 1895 and 1896, 6 p. c. on preferred stock; on July 15, 1896, a dividend of 2½ p. c. was paid on common stock in addition to dividend on preferred stock.

* Deficit. † Including taxes.

OPERATING EXPENSES.

Year ending June 30, 1896.	
General expenses.....	$32,386
Transportation expenses.....	39,029
Maintenance of way and buildings.....	14,429
" " equipment.....	*258,558
Total.....	$344,403

*Includes wages of conductors and motormen, taxes and licenses.

Balance Sheet.—Dated June 30, 1894. 1895. 1896.

ASSETS.

Construction.....	$410,708	$1,279,437	$1,332,009
Equipment	150,512	432,262	551,458
Real estate.....	319,337	437,250	438,440
Stock of other companies.....			20,000
Reserve fund.....			55,042
Real estate sales.....	14,148		
Sundry accounts.....	13,882	16,809	
Cash and cash assets.....	8,838	13,698	16,280
Total.....	$917,424	$2,179,456	$2,413,229

LIABILITIES.

Capital stock.....	$299,381	$ 833,281	$ 833,281
Funded debt.....	499,500	1,250,000	1,250,000
Bonds and mortgages.....	83,600	30,528	141,232
Sundry accounts.....	1,100		
Profit and loss (surplus).....	33,842	65,647	188,715
Total.....	$917,424	$2,179,456	$2,413,229

Plant and Equipment.—Miles of track (electric), 24.80; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 153 motor cars; Providence engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. Isaac Blum, V. Pres. S. J. Martin, Sec. & Treas. W. R. Benson, Gen. Supt. & Ch. Engr. D. A. Hegarty.

Directors.—Chas. H. Banes, Simon J. Martin, Ferdinand Marks, Geo. D. McCreary, Samuel Y. Heebner.

General Office, 4300 Lancaster Ave. President's office, 713 Drexel Bldg.

References.—Description of road, Vol. X, Jan., '94, p. 10; Vol. X, Oct., '94, p. 606 (ill); (brief) Vol. X, June, '94, p. 356; description of power plant, Vol. X, Nov., '94, p. 721 (ill.); increase in stock and bonds, Vol. X, Mar., '94, p. 275; annual report, Vol. X, Feb., '94, p. 146; description of power station record, Vol. XII, Apr., 96, p. 235.

Date of information, May, 1897. b d z

The Holmesburg, Tacony & Frankford Electric Railway Co.—This company commenced operation in Oct., 1895.

Capital Stock, authorized and issued, $800,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $400,000; coupon, but may be registered; dated May, 1895, due 1925; denom. $500 and $1,000; int. payable May and Nov., at office of the Real Estate Title Insurance & Trust Co., of 523 Chestnut St., Philadelphia.

Balance Sheet.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road.....	$ 725,461	Capital stock.....	$ 800,000
Cost of equipment.....	277,500	Funded debt.....	400,000
Cash.....	2,596	Accounts payable.....	13,381
Open accounts.....	215,000	Profit and loss (surp)...	7,177
Total.....	$1,220,557	Total.....	$1,220,557

Plant and Equipment.—Miles of track (electric), 17; gauge, 5 ft. 2¼ in.; 60 lb. T and girder rail; 54 motor cars; Ridgway engines, Thompson-Ryan dynamos, Gen. Elec. motors, American and Brill cars.

Officers.—Pres. Jno. T. Windrim, Sec. & Treas. Frank F. Bell, Gen. Man. C. P. Holcomb.

Directors.—H. A. Mullen, Chas. A. Porter, James Pollock, Jno. T. Windrim, Frank F. Bell.

General Office.—Tacony, Philadelphia, Pa.

Date of information, May, 1897. a b d z

Kessler Street Connecting Passenger Railway Co.—Chartered May 17, 1892. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally to the Union Pass. Ry. Co., on June 30, 1892, for 999 years). By the terms of the lease, the lessee is to pay fixed charges and an annual rental of $300. It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $5,000, fully paid up.

Balance Sheet.—Dated June 30, 1895. 1896.

ASSETS.

Construction.....	$7,700	$24,915
Cash assets.....	165	165
Total.....	$7,865	$25,080

LIABILITIES.

Capital stock.....	$5,000	$ 5,000
Open account.....	2,865	20,080
Total.....	$7,865	$25,080

Date of information, May, 1897. b z

The Lehigh Avenue Railway Co. of Philadelphia.—Chartered Dec., 1873. Annual meeting second Monday in Jan. This company is controlled by the Union Traction Co., but is in independent operation. Operation by the trolley system commenced Nov. 11, 1894.

Capital Stock, authorized, $1,000,000, paid in, $600,000; par value, $50 per share. Stock is registered by the Guarantee Trust Co.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass...	$35,147	$40,037	$41,948	$60,347	$129,254
" other sources.	7,160	1,620	823	3,439	1,596
" total.....	42,307	41,657	42,771	63,786	130,850
Operating exp.....	39,840	50,069	55,131	38,591	106,383
E'rn.g from op'n...	2,467	*8,412	*12,360	25,195	24,467

* Deficit.

Balance Sheet.—Dated June 30, 1895. 1896.

ASSETS.

Construction.....	$439,588	$476,051
Equipment.....	19,436	34,674
Cash.....	39,283	83,463
Accounts receivable and real estate.....	66,672	
Profit and loss (deficit).....	35,021	17,951
Total.....	$600,000	$612,139

LIABILITIES.

Capital stock.....	$600,000	$600,000
Accounts payable.....		12,139
Total.....	$600,000	$612,139

Officers.—Pres. Wm. H. Shelmerdine, V. Pres. Edgar Fries, Sec. & Treas. R, C. Brewster, Supt. C. C. Benson.

Directors.—E. H. Hults, Jas. F. Sullivan, M. W. Lipper, Chas. S. Lincoln, John L. Clawson, Alfred Smith.

General Office, 421 Chestnut St.

Date of information, May 1897. b z

The Marshall Street Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Please note date of information at end of each report.

Leased to the Philadelphia Traction Co., for 999 years, from Oct. 1, 1895, at an annual rental equivalent to fixed charges, 6 p. c. per annum on par value of stock actually issued, together with the additional sum of $250 per annum. It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $250,000, paid in, $25,000; par value, $50 per share.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction	$53,655	$53,655
Cash	761	
Total	$54,416	$53,655
LIABILITIES.		
Capital stock	$25,000	$25,000
Open accounts	29,416	28,655
Total	$54,419	$53,655

Date of information, May, 1897. b z

Northern Passenger Railway Co.—Chartered Sept. 29, 1890. Annual meeting second Monday in Jan.

Leased on June 22, 1896, to the People's Pass. Ry. Co., for 999 years, from July 8, 1892. It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $15,000, paid in, $1,500; par value, $50 per share.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$18,346	Capital stock	$1,500
" equipment	3,497	Unfunded debt	20,281
Cash	29	Profit and loss (surplus)	91
Total	$21,872		$21,872

Date of information, May, 1897. b z

The Omnibus Co. General.—Chartered Feb. 1, 1889, in perpetuity. Annual meeting third Tuesday in Mar. This company is now being dissolved.

Capital Stock, authorized and issued, $1,000,000, paid in, $300,000; par value, $50 per share. The Union Traction Co. (formerly by the Electric Traction Co.) owns 10,001 shares (out of 20,000 shares) of this capital stock.

Officers.—Pres. Geo. S. Gandy, Sec. and Treas. Frank G. Lupton.

General Office, 15th and Huntington Sts.

Date of information, May, 1897. z

People's Passenger Railway Co.—Chartered Apr. 15, 1873, Annual meeting second Tuesday in Jan. This company leases the Germantown Passenger Ry. Co., the Green & Coates Streets Philadelphia Passenger Ry. Co., the Northern Passenger Ry. Co. the Centennial Passenger Ry. Co., the Girard Avenue Ry. Co., the Chelten Avenue Ry. Co. and the Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co. This company was formerly controlled by the People's Traction Co., through ownership of stock.

Leased on July 1, 1896, to the Union Traction Co.

Capital Stock.—Common stock, authorized and issued, $1,500,000, paid in, $740,000; par value, $25 per share. 58,415 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.)

Preferred stock, authorized and issued, $750,000, paid in, $277,402; par value, $25 per share. 23,000 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.)

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and outstanding, $250,000; dated Jan. 15, 1875, due 1905; denom. $1,000; int. payable, Jan. 15 and July 15, at office of Real Estate Title & Trust Co. of Philadelphia; trustees of mortgage, Curwen Stoddart and Chas. E. Kreamer.

Second mortgage 5 p. c. coupon bonds, authorized, $500,000, outstanding, $458,000; dated July 15, 1881, due 1911; denom. $1,000; int. (free of tax), payable Jan. 15 and July 15, at office of Real Estate Title & Trust Co. of Philadelphia; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia. These bonds are commonly called "first mortgage," having been so printed in expectation that the real first mortgage bonds above described would be retired, which has not been done, except in part.

Consolidated mortgage 5 p. c. coupon bonds, authorized, $1,125,000, outstanding, $367,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable (free of tax) Mar. and Sept., at office of Real Estate Title & Trust Co., of Philadelphia,; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The first, second and consolidated mortgage bonds are all liens upon the road, franchises and real estate owned or hereafter acquired. The consolidated mortgage, in addition, covers all leasehold interests, horses, machinery, rolling stock and other equipment, but not the stocks of the other companies owned.

Foreclosure proceedings may be instituted at the request of holders of six-tenths of the outstanding bonds.

Operation.—Combined report of People's Passenger Ry. Co. and all leased lines (including Chelten Avenue Passenger Ry. Co.), for year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rec's from pass.	$1,198,779	$1,180,918	$1,030,201	$1,682,137	$2,033,619
" other sourc's	35,325	45,173	29,574	13,361	24,893
" total	1,234,104	1,226,091	1,059,775	1,695,498	2,058,512
Operating exp.	714,902	753,502	688,568	859,280	1,084,893
Earn's from op'n	519,202	472,589	371,207	836,218	973,619
Fixed charges					800,729
Net income					172,890
Dividends paid					207,500
Deficit					34,610
Total surp. acct.					530,777

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 147,157
Transportation expenses	696,964
Maintenance of way and buildings	71,015
" " equipment	169,756
Total	$1,084,892

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	48,441,930
Car miles run	10,850,536
Total receipts per car mile	$.190
Operating expenses per car mile	.100

Balance Sheet.—Dated June 30, 1894. 1895. 1896.

	1894.	1895.	1896.
ASSETS.			
Construction and equipment	$ 637,615	$ 678,790	$6,830,425
Leases, cost account	1,110,788	1,110,788	1,110,788
Real estate	9,833	9,833	9,833
Investments in stocks	264,335	269,064	159,353
" bonds			325,000
Materials and supplies	7,402	1,671	
Office fixtures	143	353	
Cash	55,429	110,251	262,417
Loans	124,764	225,307	
Bills receivable	5,236		431,263
Sundry accounts receivable	10,007	7,157	950
Trust deposits	156,315	166,475	30,000
Interest			3,038
Sinking fund			145,000
Total	$2,381,868	$2,579,690	$9,308,068
LIABILITIES.			
Capital stock, com	$ 740,000	$ 740,000	$ 740,000
Capital stock, pref	277,402	277,402	277,402
Funded debt	750,000	750,000	1,075,000
Leased equip. account	194,708	194,708	194,707
Ground rents payable	5,833	5,833	5,833
Drivers' security deposits	321	110	
Sundry maturing accounts	151,780	79,384	71,035
Unpaid coupon interest	1,315	1,475	950
Due People's Traction Co.			6,655,973
Profit and loss (surplus)	260,509	530,778	287,168
Total	$2,381,868	$2,579,690	$9,308,068

References.—Notes, Vol. VI, July, '90, p. 328; description of stables, Vol. VI, Aug., '90, p. 398.

Date of information, May, 1897. b z

The People's Traction Co. of Philadelphia.—Chartered Mar. 6, 1893, in perpetuity. This company has been consolidated with the Union Traction Co. (by lease and surrender of stock). The company formerly owned 58,415 shares (out of 60,000 shares) of the common stock, and 23,000 shares (the entire issue out of 30,000 shares authorized) of the preferred stock of the People's Passenger Ry. Co. This stock has now been transferred to the Union Traction Co.

Capital Stock, authorized and issued, $6,000,000; par value, $30 per share. This stock has all been purchased by the Union Traction Co. at $76 per share and payment made in collateral trust certificates of the Union Traction Co. (which see).

Funded Debt.—People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000; issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee. The payment of these certificates, principal and interest, has been assumed by the Union Traction Co. (which see).

Please note date of information at end of each report.

Note.—The trust certificates are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of $14\frac{3}{7}$ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates and guarantees payment of principal and interest thereon.

On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

Operation.—(See People's Passenger Ry. Co. and Union Traction Co.)

References.—Description of road, Vol. X, Jan., '94, p. 8 (ill.) Vol. XI, Jan., '95, p. 1 (ill.); description of power plant, Vol. XI, Souv., '95, p. 67 (ill.).

Date of information, May, 1897. b z

For map of system see inset between pages 196 and 197.

Philadelphia & Bristol Railway Co.—Chartered Jan., 1896, to construct an electric railway from Bristol to Philadelphia. After building a number of miles of track, work was stopped in Mar., 1897, by an injunction secured by the Pennsylvania R. R. Co.

Capital Stock, authorized and issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued $200,000; coupon but may be registered; denom. $1.000; dated Jan. 15, 1899, due 1926; int. payable June and Dec., at office of Security Trust Co., of Philadelphia, trustee of mortgage.

Officers.—Pres. E. D. Morrell.

Date of information, Apr., 1897. a b

Philadelphia, Cheltenham & Jenkintown Passenger Railway Co.—Chartered Aug. 9, 1892.

Leased on June 22, 1896, to the People's Passenger Ry. Co., for 999 years, from Jan., 24, 1895. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $60,000, paid in, $6,000.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Cost of road and equipment	$32,106	$ 972,220
Due from People's Pass. Ry. Co.		51,584
Total	$32,106	$1,023,804
LIABILITIES.		
Capital stock	$6,000	$6,000
Unfunded debt	26,106	1,017,804
Total	$32,106	$1,023,804

Date of information, May, 1897. b z

The Philadelphia City Passenger Railway Co.—Chartered Apr. 9, 1859. Annual meeting second Monday in Jan. On Feb. 19, 1870, this company leased the property of the Philadelphia & Darby Ry. Co. for 999 years from Jan. 1, 1870, at an annual rental of $8,000, together with fixed charges and $50 per annum for organization expenses. This lease has now been assigned to the Union Traction Co. through the Philadelphia Traction Co.

Leased on Jan. 1, 1884, to West Philadelphia Passenger Ry. Co. for 900 years, at a rental equivalent to interest on funded debt, $2,500 per year for organization expenses, and a dividend of $7.50 per share ($150,000 per annum, since Jan., 1890). The company is now controlled by the Union Traction Co., through the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co.

Capital Stock, authorized and issued, $1,000,000, paid up, $475,000 ($23.75 per share); par value, $50 per share. Dividends 15 p. c., payable Jan. and July.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $200,000; dated May 1, 1861, due 1881, but extended to Jan. 1, 1910; denom. $500; int. payable Jan. and July, at People's Bank; trustee of mortgage, Charles Henry Fisher.

Debenture 7 p. c. registered bonds, authorized and issued, $100,000; dated Mar. 1, 1875, due 1895; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Philadelphia Traction Co.

Note.—Foreclosure proceedings may be instituted at request of holders of $100,000 in bonds upon default in principal or interest.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction and equipment	$845,843	$875,843
Cash	84,579	84,896
Total	$960,422	$960,739
LIABILITIES.		
Capital stock	$475,000	$475,000
Mortgage bonds	200,000	200,000
Debenture bonds	100,000	100,000
Mortgage bonds P. and D. Ry. Co,	43,000	43,000
Unclaimed interest and dividends	1,289	1,112
Rental of road account	75,000	75,000
Profit and loss (surplus)	66,133	66,627
Total	$960,422	$960,739

Date of information, May, 1897. b z

For map of system see inset between pages 196 and 197.

Philadelphia & Darby Railway Co.—Chartered by reorganization May 2, 1881. Annual meeting second Monday in Jan.

Leased to the Philadelphia City Passenger Ry. Co., on Jan. 1, 1870, for 999 years, for a rental equivalent to fixed charges and a dividend of 4 p. c. ($8,000 per annum) on capital stock. The company is now controlled by the Philadelphia Traction Co. which leases the West Philadelphia Passenger Ry. Co., lessee of the Philadelphia City Passenger Ry. Co., and is operated by the Union Traction Co.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends 4 p. c. less state tax, payable Jan. and July.

Funded Debt.—First mortgage 4 p. c. coupon bonds, authorized and issued, $100,000; dated May 1, 1867, due 1887, but extended to May 1, 1927; denom. $500; int. payable May and Nov., at People's Bank; trustee of mortgage, John P. McFadden.

Balance Sheet.—Dated June 30, 1896. (Same for 1895.)

Assets.		Liabilities.	
Construction, equipment..	$259,000	Capital stock	$200,000
Real estate	41,000	Mortgage bonds	100,000
Total	$300,000	Total	$300,000

Date of information, May, 1897. b z

Philadelphia & Gray's Ferry Passenger Railway Co.—Chartered Apr. 9, 1858. Annual meeting third Tuesday in Jan.

Leased to the Philadelphia Traction Co., on Jan. 1, 1891, for 999 years, at a rental equivalent to taxes, expenses and $43,225 per annum until Jan., 1896, and $49,400 thereafter, equivalent to 7 p. c. and 8 p. c. respectively on par value of stock issued. The lines of the company are now controlled by the Union Traction Co. by virtue of its lease of the Philadelphia Traction Co.

Capital Stock, authorized, $1,000,000, issued, $617,500, paid in, $309,250; par value, $50 per share. Dividends payable at office of Real Estate Title, Insurance & Trust Co., of Philadelphia.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Road and equipment	$249,514	$249,514
Cash	3,532	3,996
Stock Schuylkill River Pass. Ry. Co.	49,550	49,550
Over issue stock	10,000	10,000
Total	$312,596	$313,060
LIABILITIES.		
Capital stock	$309,707	$309,707
Other liabilities	77	77
Profit and loss (surplus)	2,812	3,276
Total	$312,596	$313,060

Date of information, May, 1897. b z

Philadelphia Traction Co.—Chartered Nov. 28, 1888. Annual meeting last Tuesday in Nov.

The company owns the entire capital stock of the Catharine & Bainbridge Streets Ry. Co., and of the Seventeenth & Nineteenth Streets Passenger Ry. Co.; together with 7,500 shares (out of 15,000 shares) of the capital stock of the West Philadelphia Passenger Ry. Co., 2,500 shares (out of 30,000 shares) of the capital stock of the Union Passenger Ry. Co. and 705 shares (out of 4,000 shares) of the capital stock of the Philadelphia & Darby Ry. Co. The company leases a large number of street railway properties in Philadelphia. (See Union Traction Co for details.)

Leased in 1895, for 999 years, to the Union Traction Co. for a rental equivalent to fixed charges and 8 p. c. per annum ($160,000) on the outstanding capital stock.

Capital Stock, authorized, $30,000,000, issued and paid in, $20,000,000, par value, $50 per share. Dividends payable semi-annually, May and Nov. Stock registered by the Pennsylvania Company for Insurance of Lives & Granting Annuities.

Funded Debt.—4 p. c. collateral trust gold coupon bonds, authorized, $1,300,000, outstanding, $1,000,000; dated Aug. 15, 1887, due 1917; denom. $1,000; int. payable Feb. 15 and Aug. 15, at People's Bank; trustee, Pennsylvania Company for Insurance of Lives & Granting Annuities. Payment of these certificates, principal and interest, is assumed by the Union Traction Co.

Note.—The collateral trust bonds are secured by the deposit with the trustee of 7,500 shares ($375,000) of the capital stock of the West Philadelphia Pass. Ry. Co. and 2,500 shares ($125,000) of the capital stock of the Union Pass. Ry. Co. By the conditions of the trust deed, the Traction Co. pays to the trustee $78,000 per annum, out of which interest on the outstanding bonds is paid, and the balance is passed by the trustee to a sinking fund to be used in the purchase of bonds for cancellation. Bonds may be drawn for sinking fund at 105 and interest. The trustee is to release 400 shares of the West Philadelphia stock and 125 shares of the Union stock for each $100,000 of bonds redeemed.

Please note date of information at end of each report.

Upon default in principal or interest of the collateral trust bonds, the trustee may sell the collateral at the request of the holders of one-sixth of the outstanding bonds.

Assumed Indebtedness.—See Union Traction Co.

Operation.—The following is a combination operating report of the properties controlled by the Philadelphia Traction Co. for the years ending June 30, 1892-3-4-5. The report for the year ending June 30, 1896, is included in the Union Traction Co. (which see).

Year ending June 30,	1892.	1893.	1894.	1895.
Rects. from pass.....	$4,842,380	$4,906,994	$5,002,111	$5,459,868
" other sources.	169,773	175,755	181,546	202,183
" total.....	5,012,153	5,082,749	5,183,657	5,662,051
Operating expenses..	3,337,546	*3,302,589	3,415,516	3,576,522
Earnings from op....	1,674,607	1,780,160	1,768,141	2,085,529

*Including $36,900 estimated operating expenses of Empire Pass. Ry. Co. not furnished.

See also Union Traction Co.

Dividends.—In 1885, 2 p. c.; in 1886, 3 p. c.; in 1887, 6 p. c.; in 1888, 5 p. c.; in 1889, 4 p. c.; in 1890-93, 6 p. c.; in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 8 p. c.

Balance Sheet.—Dated June 30,	1894.	1895.
ASSETS.		
Stocks	$ 3,391,640	$ 3,731,940
Open accounts	12,111,284	5,732,766
Equipment	616,834	2,207,283
Construction	609,232	10,295,575
Cash	437,901	438,714
Total	$17,166,891	$22,406,278
LIABILITIES.		
Capital stock	$10,000,000	$15,000 000
Funded debt	1,103,460	1,067,940
Open accounts	6,063,431	6,338,338
Total	$17,166,891	$22,406,278

References.—Description of road, Vol. X, June, '94, p. 354 (ill.); Vol. X, Jan., '94, p. 1 (ill.); Vol. X, June, '94, p. 534; Vol. X, Oct., '94, p. 605 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. IX, Nov., '93, p. 777; annual report, Vol. IX, Jan., '93, p. 65; annual report, Vol. X, Jan., '94, p. 78; description of new car, Vol. IX, Feb., '93, p. 79 (ill.); description of heaters, Vol. X, Aug., '94, p. 493 (ill.); notes, Vol. VI, July, '90, p. 327 (ill.).

Date of information, May, 1897. b z

For map of system see inset between pages 196 and 197.

Philadelphia & West Chester Traction Co.—Chartered Apr. 24, 1895. Operation was commenced in May, 1896. This company intends to absorb the Delaware County Passenger R. R. Co. (chartered in 1859), the Philadelphia, Castle Rock & West Chester Ry. Co. and the Philadelphia & West Chester Turnpike Road Co., and to construct an electric line to West Chester. The consolidation has not yet (Apr. 1897), been effected.

Capital Stock, $329,700.

Funded Debt.—None.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road.....	$210,152	Capital stock.....	$329,700
" equipment.....	68,135	Accounts payable.....	86,920
Other permanent invest.	122,460		
Cash.....	3,269		
Other assets.....	7,659		
Profit and loss (deficit)..	4,945		
Total.....	$416,620	Total.....	$416,620

Plant and Equipment.—Miles of track (electric), 12.3; 19 cars, of which 15 are motor cars and 4 trail cars.

Officers.—Pres. J. N. M. Shimer, Sec. D. G. Baird, Treas. Jones Wister, Supt. H. M. Shimer.

Directors.—J. N. M. Shimer, C. S. Hinchman, Wm. R. Wister, D. F. Shull, Rodman Wister, Wm. C. Alderson, W. S. Kimball.

General Office, 672 Bullitt Bldg., Philadelphia, Pa.

Date of information, May, 1897. b z

Ridge Avenue Connecting Railway Co.—Chartered Sept. 6, 1892. Annual meeting second Monday in Jan.

Leased Aug. 7, 1895, to the Philadelphia Traction Co., for 999 years from Oct. 1, 1895, at a rental equivalent to fixed charges, the sum of $250 per annum and a dividend of 6 p. c. on the capital stock, actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $6,000, fully paid up.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$363	$15,237
Cash	237	63
Total	$600	$15,300
LIALILITIES.		
Capital stock	$600	$6,000
Due lessee company		9,300
Total	$600	$15,300

Date of information, May, 1897. b z

The Ridge Avenue Passenger Railway Co.—Chartered Mar. 8, 1872. Annual meeting second Monday in Jan. This is a consolidation of the Girard College Passenger Ry. Co., and the Ridge Avenue & Manayunk Passenger Ry. Co.

Leased on Sept. 1, 1892, to the Philadelphia Traction Co. for 999 years, at a rental of $10 per share from Sept., 1892, to 1895, and $12 per share thereafter, and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000, paid in, $420,000 ($28 per share); par value, $50 per share. Dividends 24 p. c., payable quarterly, Jan., May, July and Oct.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$584,811	$584,811
Cash	37,840	44,881
Total	$622,651	$629,692
LIABILITIES.		
Capital stock	$420,000	$420,000
Invested fund	139,791	139,792
Bills payable	16,000	
Profit and loss (surplus)	48,859	69,900
Total	$622,651	$629,692

Date of information, May, 1897. b z

Roxborough, Chestnut Hill & Norristown Railway Co.—This is a consolidation (Dec., 1895) of the Manayunk & Roxborough Incline Plane & Ry. Co. and the Chestnut Hill & Norristown Passenger Ry. Co. Annual meeting second Monday in Jan.

Capital Stock, authorized, $450,000, issued, $198,400.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $450,000, issued, $396,000; coupon, but may be registered; dated June 1, 1896, due 1926; denom. $1,000; int. payable June & Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, Pa., trustee of mortgage.

Operation.—Year ending Dec. 31, 1896.

Receipts from passengers	$77,456
" other sources	613
" total	78,069
Operating expenses	49,992
Earnings from operation	$28,077
Deductions from earnings.	
Interest on bonds	14,720
Net income	13,357
To surplus account	13,357
Total surplus account	23,248

Balance Sheet.—Dated Dec. 31,	1896.
ASSETS.	
Cost of road and equipment	$577,747
Cash	23,648
Bills and accounts receivable	10
Material and supplies	1,251
Other assets	25,514
Total	$628,170
LIABILITIES.	
Capital stock	$198,400
Funded debt	396,000
Accrued interest	1,545
Bills and accounts payable	1,336
Other liabilities	7,641
Profit and loss (surplus)	23,248
Total	$628,170

Plant and Equipment.—Miles of track (electric), 16.60; gauge, 5 ft. 2½ in.; 70 and 90 lb. girder rail; 38 cars, of which 30 are motor cars and 8 trail cars; Ball & Wood and Lake Erie engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. R. N. Carson, V. Pres. G. M. Brill, Sec. & Treas. Felton Bent, Supt. J. C. Lugar, Elecn. Geo. Hoeger.

Directors.—Geo. A. Fletcher, Robt. N. Carson, L. S. Bent, Wm. Ring, James Rawle, J. N. Hutchinson, John A. Brill, H. W. Biddle, G. M. Brill.

General Office, Roxborough, Philadelphia, Pa.

Date of information, May, 1897. a z

Schuylkill River Passenger Railway Co.—Chartered Apr. 16, 1866. Annual meeting second Monday in Jan.

Leased, Dec. 29, 1866 for 99 years to Philadelphia & Gray's Ferry Passenger Ry. Co., which is now leased to Philadelphia Traction Co. and operated by the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $50,000 ($5 per share); par value, $50 per share. All of the capital stock except 90 shares ($4,500) has been exchanged for the stock of the Philadelphia & Gray's Ferry Passenger Ry. Co. in the ratio of 5 to 1. The lessees now pay $.50 per share per annum on the outstanding stock in Jan. and July.

Balance Sheet.—Dated June 30, 1896. (Same for 1895.)

Assets.		Liabilities.	
Road and equipment	$47,464	Capital stock	$50,000
Balance of cash paid over to the Phila. & Gray's Ferry Pass. Ry. Co. at time of lease	2,536		
Total	$50,000	Total	$50,000

Date of information, May, 1897. z

Second & Third Streets Passenger Railway Co.—Chartered Apr. 10, 1858. Annual meeting second Monday in Jan.

Leased to the Electric Traction Co. (originally, on Jan. 1, 1893, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years, at an annual rental of $2,250, and the following payments :

Year ending Dec. 31,	Total.	Per share.
1893	$180,234	$8.50
1894	190,836	9.00
1895	190,836	9.00
1896	201,438	9.50
1897	201,438	10.00
1898	212,040	10.00
1899	212,040	10.50
1900	222,642	10.50
1901	233,244	11.00
1902 and thereafter	254,448	12.00

It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,060,200, paid in, $771,076; par value, $50 per share; dividends payable quarterly, Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction	$1,030,613	$1,057,572
Cash	48,283	48,013
Real estate	7,799	
Ledger balance	4,641	
Open accounts		1,141
Sundries		11,418
Total	$1,091,337	$1,118,144
LIABILITIES.		
Capital stock	$ 771,076	$ 771,076
Earnings appropriated to construction	259,537	286,496
Unpaid dividends	576	489
Borrowed money		21,600
Profit and loss (surplus)	60,147	38,484
Total	$1,091,337	$1,118,144

Date of information, May, 1897. b z

Seventeenth & Nineteenth Streets Passenger Railway Co.—Chartered Apr. 12, 1859. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally on July 1, 1879, to the Continental Passenger Ry. Co., and later, to the Union Passenger Ry. Co.). Now operated by the Union Traction Co. Lessee pays a rental of $15,000 per annum and all indebtedness.

Capital Stock, authorized and issued, $500,000, paid in, $250,000 ($25 per share); par value $50 per share. Dividends payable Jan. and July. The entire capital stock is owned by the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1876, due 1906, but extended till 1919; denom. $500; int. since 1889, payable Jan. and July, at People's Bank; trustees of mortgage, Jas. N. Watson and David R. Garrison.

Note.—The first mortgage covers all corporate franchises and property except properties at northeast corner of 19th and Master Sts. and southeast corner of 12th St. and Montgomery Ave.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction	$162,025	$864,360
Equipment	39,929	39,929
Real estate	109,283	
Open accounts	38,763	
Total	$350,000	$904,289
LIABILITIES.		
Capital stock	$250,000	$250,000
Bonds	100,000	100,000
Due lessee company		554,289
Total	$350,000	$904,289

Date of information, May, 1897. b z

Thirteenth & Fifteenth Streets Passenger Railway Co.—Chartered, Apr. 8, 1858. Annual meeting second Monday in Jan.

Leased to Philadelphia Traction Co. on Jan. 1, 1892. Lessee is to pay a rental equivalent to fixed charges, $1,200 per annum, and the following annual payments :

Year ending Dec. 31,	Total.	Per share.
1892	$180,000	$ 9.00
1893	180,000	9.00
1894	200,000	10.00
1895	200,000	10.00
1896	200,000	10.00
1897	220,000	11.00
1898	220,000	11.00
1899	220,000	11.00
1900 and thereafter	240,000	12.00

It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $334,529; par value, $50 per share. Dividends payable June and Dec.

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and issued, $100,000; due Oct. 1, 1903; denom. $500; int. payable Apr. and Oct., at office of Fidelity Insurance, Trust & Safe Deposit Co. of Philadelphia, trustee of mortgage.

Consolidated mortgage 5 p. c. coupon bonds, authorized $500,000, issued, $400,000; in escrow to retire the first mortgage bonds, $100,000; dated Jan. 1, 1894; due 1931; int. payable (free of taxes), Jan. and July, at office of Fidelity Insurance Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Philadelphia Traction Co.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction and equipment	$739,436	$1,074,576
Real estate	169,709	
Cash	1,131	3,023
Bills and accounts receivable	27,763	24,732
Other assets	10,732	475
Total	$948,769	$1,102,805
LIABILITIES.		
Capital stock	$334,529	$ 334,529
Mortgage bonds	100,000	100,000
Mortgages	490,000	490,000
Expense account	653	
Accounts payable	1,400	
Profit and loss (surplus)	22,187	178,276
Total	$948,769	$1,102,805

Date of information, May, 1897. b z

Twenty-Second Street & Allegheny Avenue Passenger Railway Co.—Chartered May 28, 1890. Annual meeting second Monday in Jan.

Leased Dec. 5, 1894, to the Philadelphia Traction Co. for 99 years, from Mar. 1, 1894. Lease amended Sept. 24, 1895, so as to run 999 years. By the terms of the lease the lessee company is to

pay a rental equivalent to fixed charges, and $60,000 per annum. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $500,000, all in treasury of the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, issued, $700,000.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$292,639	$1,264,867
Cash	3,139	2,633
Profit and loss (deficit)	4,222	
Total	$300,000	$1,267,500
LIABILITIES.		
Capital stock	$250,000	$ 500,000
Funded debt		700,000
Accounts	50,000	67,500
Total	$300,000	$1,267,500
Date of information, May, 1897.		b z

The Union Passenger Railway Co.—Chartered Apr. 8, 1864. Annual meeting second Monday in Jan. This company, on Jan. 1, 1880, leased the Continental Passenger Ry. Co. for 99 years at a rental equivalent to fixed charges and the sum of $120,000 per annum. This lease was assigned to the Philadelphia Traction Co.

Leased to the Philadelphia Traction Co., June 30, 1884, for 999 years at a rental equivalent to fixed charges and a dividend of 19 p. c. on the capital stock issued ($9.50 per share and $285,000 per annum) and is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000, paid in, $925,000; par value, $50 per share. Dividends, payable Jan. and July. $125,000 of this stock is owned by the Philadelphia Traction Co., and forms part of the security of the latter's collateral trust bonds.

Funded Debt.—First coupon 5 p. c. mortgage bonds, issued, $500,000; dated Mar. 21, 1881, due Mar. 31, 1911, denom. $100 and $500; int. (free of tax), payable Apr. and Oct. at People's Bank; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Second mortgage 5 p. c. coupon bonds authorized and issued, $250,000; dated Feb. 2, 1884, due 1910; denom., $100 and $500; int. (free of tax) payable Apr. and Oct. at People's Bank; trustees of mortgage, Wm. H. Kern and Henry Bumm.

Note.—The first and second mortgage bonds cover the franchises and all property except real estate.

The first mortgage bonds may be redeemed at 5 months' notice at the rate of $20,000 per annum, after Mar. 31, 1886.

Foreclosure proceedings may be instituted at the request of holders of $10,000 in bonds, for default in principal or interest.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$4,241,901	$8,492,123
Equipment	475,606	475,606
Bonds	467,870	
Stock	798	
Open accounts	53,167	11,296
Material and supplies		41,871
Sundries		798
Total	$5,239,342	$9,021,694
LIABILITIES.		
Capital stock	$ 925,000	$ 925,000
Funded debt	750,000	750,000
Open accounts	2,907,839	6,688,633
Profit and loss (surplus)	656,503	658,061
Total	$5,239,342	$9,021,694
Date of information, May, 1897.		b z

Union Traction Co.—Chartered Sept. 13, 1895, as a consolidation of the People's Traction Co., of Philadelphia, and the Electric Traction Co., of Philadelphia. The company also leases for 999 years the rights, franchises and property of the Philadelphia Traction Co., at a net rental of 8 p. c. ($4 per share) per annum, payable in gold, free of taxes, together with interest on the lessor's funded debt, direct and guaranteed, and the guaranteed dividends on the stocks of its leased corporations. On July 1, 1896, the Union Traction Co. leased the People's Traction Co. and the Electric Traction Co., for 998 years at an annual rental equivalent to fixed charges, there being some question about the legality of the previous consolidation.

The Union Traction Co. now operates under leases (direct or indirect), by ownership or by operating contracts the following street railway properties, with an aggregate mileage of 417 miles of track.

	CAPITAL STOCK.		Funded
PEOPLE'S TRACTION SYSTEM.	Issued.	Paid in.	Debt.
Centennial Pass. Ry. Co.	$ 15,000	$ 1,500	$
Chelten Ave. Pass. Ry. Co.	39,000	3,900	
Germantown Pass. Ry. Co.	1,500,000	572,800	227,500
Girard Ave. Ry. Co.	5,000	500	
Green & Coates Sts. Phila. Pass. Ry. Co.	500,000	150,000	100,000
Northern Pass. Ry. Co.	15,000	1,500	
People's Pass. Ry. Co.	2,250,000	1,017,402	750,000
Philadelphia, Cheltenham & Jenkintown Pass. Ry. Co.	60,000	6,000	
ELECTRIC TRACTION SYSTEM.			
Citizens' Clearfield & Cambria St. Ry. Co	6,000	600	
Citizens' East End St. Ry. Co.	15,000	1,500	
Citizens' Pass. Ry. Co.	500,000	192,500	
Frankford & Southwark Phila. City Pass. R. R. Co.	1,875,000	1,875,000	282,100
Lehigh Ave. R. R. Co.	1,000,000	600,000	
Second & Third Sts. Pass. Ry. Co.	1,060,200	771,076	
PHILADELPHIA TRACTION SYSTEM.			
Philadelphia Traction Co.	20,000,000	20,000,000	1,000,000
Catherine & Bainbridge Sts. Ry. Co.	400,000	400,000	150,000
Continental Pass. Ry. Co.	1,000,000	580,000	310,000
Empire Pass. Ry. Co.	600,000	600,000	200,000
Kessler St. Connecting Pass. Ry. Co.	5,000	5,000	
Marshall St. Ry. Co.	250,000	25,000	
Philadelphia City Pass. Ry. Co.	1,000,000	475,000	300,000
Philadelphia & Darby Ry. Co.	200,000	200,000	100,000
Phila. & Gray's Ferry Pass. Ry. Co.	617,500	309,250	
Ridge Ave. Connecting Ry. Co.	6,000	6,000	
Ridge Ave. Pass. Ry. Co.	750,000	420,000	
Schuykill River Pass. Ry. Co.	500,000	50,000	
Seventeenth & Nineteenth Sts. Pass. Ry. Co.	500,000	250,000	100,000
Thirteenth & Fifteenth Sts. Pass. Ry. Co	1,000,000	334,529	500,000
Twenty-Second St. & Allegheny Ave. Pass. Ry. Co.	1,000,000	500,000	700,000
Union Pass. Ry. Co.	1,500,000	925,000	750,000
Walnut St. Connecting Pass. Ry. Co.	50,000	50,000	
West Phila. Pass. Ry. Co.	750,000	750,000	996,000
Totals	$38,968,700	31,074,057	6,465,600

Capital Stock, authorized and issued, $30,000,000, paid in, $7,500,000; par value, $50 per share. Under the consolidation agreement the stockholders of the Electric Traction Co., the People's Traction Co. and the Philadelphia Traction Co. were privileged to subscribe to the stock of the Union Traction Co. "in proportion to their several holdings. This entitles each shareholder to subscribe to 77 p. c. of the number of shares held by him." The apportionment was therefore made as follows:

	Old Stock.	New Stock.
Philadelphia Traction Co.	400,000 shares	308,000 shares
People's Traction Co.	200,000 "	154,000 "
Electric Traction Co.	175,000 "	134,750 "
Total	775,000 "	596,750 "

Funded Debt.—The direct funded indebtedness of the Union Traction Co. is $35,532,846, as follows:

4 p. c. collateral trust gold certificates, authorized, $29,735,000; issued, $29,724,876; dated Oct. 1, 1895, due 1945; denom. $100 and $1,000; int. payable, free of taxes, Apr. and Oct., at Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000, issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

Note.—The certificates of 1945 are guaranteed, principal and interest, by the Union Traction Co. and are to be secured by the deposit as collateral of the entire capital stock of the Electric Traction Co. (purchased at $85 per share for "full paid" stock and $70 per share for "$30 paid" stock) and the People's Traction Co. (purchased at $76 per share "$30 paid in").

The certificates of 1943 are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14⅜ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates and guarantees payment of principal and interest thereon. On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

Assumed Indebtedness.—The funded indebtedness of the companies operated by the Union Traction Co., interest on which has to be met out of the latter's earnings from operation (see "Deductions from Earnings"), is $6,465,600, as per list above. For detailed description of the several bond issues, see the reports of the lessor companies.

Operation.—The following is a combination operating report of the People's Passenger Ry. Co., the Electric Traction Co., the Phila-

delphia Traction Co., and the Chelten Avenue Ry. Co., with all the properties under their control (except the Empire Passenger Ry. Co. in 1892–3), for the year ending June 30.

	1892.	1893.	1894.	1895.	1896.
Rec. pass....	$7,564,028	$8,043,215	$7,805,498	$9,236,874	$
" other....	283,321	396,431	338,540	255,117	
" total.....	7,847,349	8,439,646	8,144,038	9,491,991	10,210,026
Op. exp.....	4,998,687	5,322,734	5,224,110	5,662,654	5,363,017
Earn. from op.	$2,848,662	$3,116,912	$2,919,928	$3,829,337	$ 4,847,009
P. c. op. exp. to total rec.	63.8	63.7	64.2	59.7	47.5

Deductions from Earnings.—The interest and guaranteed dividend charges on the bonds and stocks of the Union Traction Co. and its constituent and lessor companies amount to $1,791,175 and $3,633,879, respectively, as follows:

	Guaranteed Interest. 1897.	Guaranteed Dividends. 1897.
Union Traction Co.	$1,421,313	$
Germantown Pass. Ry. Co.	11,375	150,000
Green & Coates Sts. Phil. Pass. Ry. Co.	6,000	65,000[a]
People's Pass. Ry. Co.	41,880	
Citizens' Pass. Ry. Co.		125,000
Frankford & Southwark Phila. C. Pass. Ry. Co.	16,747	487,500
Second & Third Sts. Pass. Ry. Co.		201,438
Philadelphia Traction Co.	78,000[a]	1,600,000
Catherine & Bainbridge Sts. Ry. Co.	7,500	
Continental Pass. Ry. Co.	18,600	120,000
Empire Pass. Ry. Co.	14,000	
Philadelphia City Pass. Ry. Co.	15,000	152,500[b]
Philadelphia & Darby Ry. Co.	4,000	8,000
Philadelphia & Gray's Ferry Pass. Ry. Co.		49,400
Ridge Avenue Pass. Ry. Co.		180,000
Schuylkill River Pass. Ry. Co.		41
Seventeenth & Nineteenth Sts. Pass. Ry. Co.	5,000	
Thirteenth & Fifteenth Sts. Pass. Ry. Co.	27,000	
Twenty-Second St. & Allegheny Ave. Pass. Ry. Co.	35,000	60,000
Union Pass. Ry. Co.	37,500	285,000
West Philadelphia Pass. Ry. Co.	52,260	150,000
Total	$1,791,175	$3,633,879

[a] Including sinking fund charges. [b] Including payment for organization expenses.

The combined taxes of all the companies in the system are estimated at $900,000.

Plant and Equipment.—Miles of track (electric), 407.92; 1,453 motor cars.

Officers.—Pres. John Lowber Welsh, Sec. & Treas. C. O. Kruger, Gen. Man. John B. Parsons.

General Office, Eighth and Dauphin Sts. b z

References.—Operating detail (brief), Vol. XII, May, '96, p. 290 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 604; fire (brief), Vol. XIII, Apr., '97, p. 237.

Date of information, May, 1897. b z y

For map of system see inset between pages 196 and 197.

The Walnut Street Connecting Passenger Railway Co. of the City of Philadelphia.—Chartered May 8, 1890. Annual meeting second Monday in Jan.

Leased Aug. 7, 1895, to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, for a rental equivalent to fixed charges, $250 per annum, and a dividend of 6 p. c. per annum, on capital stock actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $50,000; par value, $50 per share.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$11,678	$149,378
Cash	822	322
Total	$12,500	$149,700
LIABILITIES.		
Capital stock	$ 5,000	$ 50,000
Open accounts	7,500	99,700
Total	$12,500	$149,700

Date of information, May, 1897. b z

West Philadelphia Passenger Railway Co.—Chartered May 14, 1857. Annual meeting first Tuesday in Nov.

Leased to Philadelphia Traction Co. on Jan. 1, 1884, for 999 years at an annual rental equivalent to fixed charges and 20 p. c. on capital stock ($150,000), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000; par value, $50 per share. One-half this capital stock ($375,000), is owned by Philadelphia Traction Co., and forms a part of the security for the latter's collateral trust bonds. Dividends 20 p. c. payable Jan. and July.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $250,000, issued, $246,000; dated Apr. 1, 1876, due 1906; denom. $1,000; int. payable (gold) Apr. and Oct. at People's Bank; trustee of mortgage, Girard Life Insurance Annuity & Trust Co., of Philadelphia.

Second mortgage 5 p. c. coupon bonds, authorized and issued, $750,000; dated July 2, 1886, due May 1, 1926; denom. $1,000; int. (free of tax), payable May and Nov. at People's Bank; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Note.—Foreclosure proceedings may be instituted upon the first and second mortgage bonds upon request of the holders of one-tenth of the bonds issued.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Construction and equipment	$1,959,845	$4,267,295
Open account	386,967	8,610
Total	$2,346,812	$4,276,905
LIABILITIES.		
Capital stock	$ 750,000	$ 750,000
Bonds	996,000	996,000
Open accounts	514,093	2,443,146
Profit and loss (surplus)	86,719	86,759
Total	$2,346,812	$4,275,905

Date of information, May, 1897. b z

Wissahickon Electric Passenger Railway Co.—Chartered Oct. 8, 1890. Annual meeting third Friday in Jan.

Capital Stock, authorized and issued, $250,000.

Operation.—Year ending June 30,	1894.	June 30, 1895.	June 30, 1896.	Dec. 31, 1896.
Total receipts	$15,941	$30,765	$31,667	$30,293
Operating expenses	15,443	31,925	28,353	27,690
Earnings from operation	498	*1,160	3,314	2,603
Deductions from earnings.				
Interest	976			1,150
Taxes	62		317	65

* Deficit.

Balance Sheet.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$101,408	$104,367	$108,796
" equipment	24,589	38,819	38,974
Material on hand	4,170	1,423	116
Bills receivable		3,089	3,089
Accounts due		9,429	
Cash			1,064
Due by stockholders			78,452
Stock in treasury			52,250
Profit and loss (deficit)	2,359	3,530	
Total	$132,526	$160,658	$282,742
LIABILITIES.			
Rec'd from stockholders for cap'l st'k	$103,010	$118,650	$250,000
Floating debt	29,516	29,000	25,650
Accounts due		13,008	248
Profit and loss (surplus)			6,843
Total	$132,526	$160,658	$282,742

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 8 motor cars; Watts-Campbell engines, West. and Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brill cars, Brill and St. Louis trucks.

Officers.—Pres. P. P. Liebert, V. Pres. Wm. H. Flanagan, Sec. & Treas. John Flanagan, Gen. Man. Louis Mountney.

Directors.—Wm. Johnson, Peter P. Liebert, James Christie, L. M. Jones, John Kenworthy, Benjamin Kenworthy, W. H. Flanagan.

General Office, Wissahickon, Philadelphia, Pa.

Date of information, May, 1897. a b z

NEW CORPORATION.

The East Penn Traction Co.—Chartered in Oct., 1896, to build about 50 miles of electric railway connecting a number of towns in eastern Pennsylvania with Trenton, N. J. Part of the road is expected to be in operation by the summer of 1897. The right of way and franchises have been practically secured between Trenton, Yardley, Newtown, Doylestown and Philadelphia. The contract has been let for the construction of the line from Trenton to Doylestown, a distance of 25 miles.

CAPITAL STOCK, authorized $1,000,000, issued $416,000.

FUNDED DEBT, authorized, $1,000,000 issued, understood to be $416,000.

Please note date of information at end of each report.

OFFICERS.—Pres. A. S. Cadwallader (Yardley, Pa.), V. Pres. T. Howard Atkinson (Buckingham), Sec. David H. Stone (Philadelphia), Treas. John C. McNaughton (Philadelphia).

DIRECTORS.—A. S. Cadwallader, of Yardley, Pa.; C. S. Vandergrift, of Eddington, Pa.; John T. Fish, of Fallsington, Pa.; T. H. Atkinson, of Buckingham, Pa.; W. R. Andrews, of Meadville; Walter Brown, I. H. Durham, Lewis A. Conwell, Chas. E. Hallowell, of Philadelphia; W. H. Andrews, R. Nichols, of Titusville; C. S. Vandegrift, of Bucks County; F. S. Wilson, of Janettown.

GENERAL OFFICE, 1345 Arch St., Philadelphia, Pa.

Date of information, May, 1897. d z y

PHILLIPSBURG, N. J.

Population in 1880, 7,181, in 1890, 8,644.

Phillipsburg Horse Car Railroad Co.—Chartered Feb. 27, 1868.

CAPITAL STOCK, $30,000.

OPERATION.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts.....	$7,854	$10,213	$11,186	$21,534	$27,686
Op. exp. and fixed charges.	6,072	9,818	*9,843		20,378
Net income.....	1,782	395	1,343		7,308
Dividends paid.....	900				

*Not including $24,881, being "expenditures for repairs, relaying track, etc."

PLANT AND EQUIPMENT.—Miles of track (horse), 3.62; gauge, 4 ft. 8½ in.; 35 lb. rail; 13 horses, 4 horse cars.

OFFICERS.—Pres. Wm. M. Davis, Sec. & Treas. John. A. Bachman, Gen. Man. F. Knight.

Date of information, Feb., 1897. d y

PHILLIPSBURG, PA.

Population in 1880, 458, in 1890, 1,494.

Clearfield Traction Co.—Chartered July 18, 1894, to build an electric railway in Clearfield and Centre Counties. The company owns and controls, under a 999 year lease, at an annual rental of $1 each, Phillipsburg & Suburban Electric Ry. Co., Phillipsburg & Houtzdale Passenger Ry. Co. and Houtzdale & Suburban Electric Ry. Co. In June 1896, it was officially reported that this company had not yet commenced operation. It is understood, however, that this road is now (May, 1897) in operation.

CAPITAL STOCK, authorized and paid in $1,500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $750,000; coupon, but may be registered; dated Sept. 1, 1894, due 1924; denom. $100, $500 and $1,000; int. payable Mar. and Sept., in New York and Philadelphia; trustee of mortgage, Girard Life Insurance, Annuity & Trust Co., of Philadelphia.

OFFICERS.—Pres. A Markle (Hazleton, Pa.), Sec. & Treas. E. S. Doud (Hazleton, Pa.).

DIRECTORS.—A. Markle, C. A. Bragg, of Philadelphia; John G. Platt, G. R. Bedford, H. Dryfoos.

Date of information, June, 1896. b

PHOENIX, ARIZ.

Population in 1894 (local estimates), 8,500, in 1895 (local estimates), 10,000, in 1896 (local estimates), 12,000, in 1897 (local estimates), 14,000.

Phœnix City Railway Co.

PLANT AND EQUIPMENT.—Miles of track, 10; operated by horses, 2, by electricity, 8; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 20 lb. to 35 lb. T rail; 10 horses, 12 cars, of which 2 are horse cars, 6 are motor cars and 4 trail cars; 385 H. P. station plant; Cumer and Williams engines, Hazelton boiler, Gen. Elec. dynamos, Sprague motors, Brill cars, Brill trucks.

OFFICERS.—Pres. M. H. Sherman, V. Pres. C. F. Ainsworth, Sec. & Man. B. N. Pratt, Treas. Valley Bank, Elecn. C. L. Longstreth.

Date of information, May, 1897. d z

PIERRE, S. DAK.

Population in 1890, 3,235.

Pierre City Railway Co.—Chartered 1885. This company has not reported directly since June, 1893 (see report below), but from other sources it is learned that the road is still in operation.

CAPITAL STOCK, $75,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.1; gauge, 4 ft. 8½ in., 27 lb. to 35 lb. rail; 23 horses, 5 horse cars.

OFFICERS.—Pres. W. G. Warden, V. Pres. Randal Morgan, Sec. Supt. & Gen. Man. S. B. Wallace.

Date of information, May, 1896.

PINE BLUFF, ARK.

Population in 1880, 3,303, in 1890, 9,952.

Pine Bluff Power & Transit Co.—This is the successor to the Citizens' Street Ry. Co., whose property was sold under foreclosure of mortgage on Mar. 10, 1896.

CAPITAL STOCK.—Unknown.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 11; gauge, 4 ft. and 4 ft. 8½ in.; 20 lb. and 35 lb. T rail; 96 horses, 22 horse cars.

GENERAL OFFICE, 207½ Main St.

OFFICER.—Pres. & Gen. Man. D. C. Bell.

REFERENCE.—Fire, Vol. IX, Apr., '93, p. 215.

Date of information, June, 1896.

PIQUA, O.

Population in 1880, 6,031, in 1890, 9,090, in 1896 (local estimates), 13,000.

Miami Valley Railway Co.—Chartered Aug., 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated 1893, due 1908; denom. $1,000; int. payable May and Nov., at office of Chase Nat'l Bank, of New York; trustee of mortgage, cashier of Chase Nat'l Bank.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T rail; 23 cars, of which 14 are motor cars and 9 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

OFFICERS.—Pres. W. P. Orr, V. Pres. & Man. A. M. Orr, Sec. & Treas. L. M. Flesh.

Date of information, May, 1897. a z

PITTSBURG, KAN.

Population in 1880, 529, in 1890, 6,697, in 1895 (local estimates), 8,000.

Pittsburg, Frontenac & Suburban Electric Railway Co.—Chartered Aug., 1894.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.5; 18 cars, of which 7 are motor cars and 11 trail cars; Dick & Church engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, St. Louis cars, Brill trucks.

LIGHTING PLANT.—1 1,000 light T.-H. alternator, 12 miles of mains, 1 175 H. P. Phœnix engine.

OFFICERS.—Pres. Robt. Simons, V. Pres. Robt. Robyn, Treas. L. M. Bedell, Supt. LeRoy Simons.

DIRECTORS.—Samuel Barrett, Robt. Robyn, A. L. Chaplin, of Pittsburg, Kan,; L. M. Bedell, C. J. Simons, of Chetopa, Kan.; Robt. Simons, J. E. Jones, of Westchester, Pa.

Date of information, May, 1897. z

PITTSBURGH, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Pittsburgh is in the (south) western part of Pennsylvania, at the point where the Allegheny and Monongahela Rivers unite to form the Ohio River. It is the county seat of Allegheny County and the metropolis of Western Pennsylvania.

Suburbs.—The city of Allegheny across the river forms in effect a part of Pittsburgh, its street railway system being intimately connected with that of Pittsburgh.

Population.—The population in 1880 was 156,389, in 1890, 238,617, and in 1897, 285,000. The population of Allegheny in 1880 was 78,682, and in 1890, 105,287, an increase of 34 per cent. The total present population of the city and suburbs is approximately 453,118.

Railroad Connections.—The following railroad systems enter Pittsburgh: Pennsylvania R. R. and allied lines, Pennsylvania Company and allied lines, Baltimore & Ohio R. R. and allied lines, Pittsburgh & Lake Erie R. R., Pittsburgh, Chartiers & Youghiogheny R. R., Pittsburgh & Castle Shannon R. R.

Manufacturing Interests.—A capital of about $141,601,893 is employed in the various manufacturing industries of the city, the principal productions being iron, steel, glass, railroad appliances, electric light apparatus, builders' hardware, and mechanical supplies of every description. The iron and steel works are among the largest in the world, having been originally attracted to this region by the cheapness of all fuel supplies, including coal, petroleum, and natural gas. About 82,000 hands are employed in these industries, receiving in wages about $34,000,000 per annum, and the value of the manufactured product is about $171,000,000 per annum.

Banking Capital.—There are now (1897) 32 national banks with a combined capital and surplus of $22,290,778; 7 state banks, with capital and surplus of $3,222,376; 5 trust companies, with capital and surplus of $3,234,966; and 5 private banks. The total banking capital is $28,748,120.

Assessed Valuation.—The assessed valuation of real estate is (1897) $285,439,894 the property being assessed at about 80 per cent. of its real value. The assessed valuation of the personal property is

$1,883,665. The total valuation of real and personal property is $287,323,559, equivalent to about $1,000 per capita population.

Municipal Debt.—The municipal debt of the city less sinking funds is (1897) $8,981,638, equivalent to about $32 per capita population.

Tax Rate.—The tax rate is (1895) $13 per $1,000 on the assessed valuation of real and personal property.

STREET RAILWAY SYSTEM—Descriptive.

Nearly all of the street railway lines of the city meet in the business center, at the apex of the triangle formed by the Allegheny and Monongahela Rivers. From this point they cross the two rivers into Allegheny City on the northwest, and into the immense iron producing district to the south and west, while other lines cover the triangular territory, and reach the residential sections to the north and east. The mileage is controlled by the following operating companies (exclusive of 5 independent inclined plane companies, operating about 2 miles in the aggregate):

	Owns.	Operates.
Consolidated Traction Co.		97.0
Central Traction Co.	8.5	
Duquesne Traction Co.	28.0	
Pittsburgh Traction Co.	12.0	
Fort Pitt Traction Co		
Citizen's Traction Co.	30.0	
Allegheny Traction Co.	18.5	
Federal Street & Pleasant Valley Pass. Ry. Co.	36.0	36.0
Pittsburgh, Allegheny & Manchester Traction Co.	20.7	20.7
Pittsburgh & Birmingham Traction Co.	28.0	28.0
Pittsburgh & West End Pass. Ry. Co.	16.0	42.5
Pittsburgh, Crafton & Mansfield Street Ry. Co.	17.0	
Pittsburgh, Neville Island & Corapolis Pass. Ry. Co.	9.5	
Schenley Park & Highlands Ry. Co.	6.0	6.0
Second Avenue Traction Co.	62.7	62.7
Suburban Rapid Transit Street Ry. Co.	8.0	8.0
Tarentum Traction Co.	4.5	4.5
Total	305.4	305.4

STREET RAILWAY SYSTEM—Present Companies.

Allegheny Traction Co.—Chartered July 23, 1889. Annual meeting first Monday in Aug. This company leases and operates the Transverse Passenger Ry. Co. (lease dated July 23, 1889) and the Millvale, Etna & Sharpsburg Passenger Ry. Co. (lease dated Apr. 9, 1894).

Leased on Apr. 1, 1896, to the Fort Pitt Traction Co., for 950 years at a rental equivalent to a dividend of 5 p. c. on the capital stock. The entire capital stock of the Fort Pitt Traction Co., is owned by the Consolidated Traction Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—The company has no direct funded debt, but has guaranteed the funded debt ($750,000) of the Millvale, Etna & Sharpsburg Street Ry. Co.

Operation.—Year ending June 30,

	1895.	1896.
Receipts from passengers	$89,595	$116,640
" other sources	1,270	10,860
" total	90,865	127,500
Operating expenses	75,934	88,469
Earnings from operation	14,931	39,031

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction	$ 160,535	$ 328,012
Franchise	335,000	335,000
Stock (M.E.& S.St.Ry.)	750,000	750,000
Bonds (" ").	150,000	
Real estate	12,500	
Investment		1,050
Lease		139,115
Const. of M. E. & S. St. Ry. and Allegheny Tract Co.	507,221	
Equipment	73.376	42,221
Cash	3,739	17,592
Other assets	5,956	
Accounts receivable	93	2,853
Profit and loss (deficit)	170,366	
Total	$2,170,786	$1,615,843
LIABILITIES.		
Capital stock	$ 500,000	$ 500,000
Funded debt (M. E. & S. St. Ry.)	750,000	750,000
Bills payable	166,144	10,000
Const. contract and lease of M. E. & S. St. Ry.	743,756	
Fire loss	10,885	
Profit and loss (surplus)		355,843
Total	$2,170,786	$1,615,843

Plant and Equipment.—Miles of track (electric), 18.5; gauge, 5 ft. 2½ in; 45 lb. tram rail; 11 cars.

Officers.—Pres. G. B. Hill, Sec. & Treas. A. M. Neeper, Gen. Man. G. F. Greenwood.

Directors—Geo. B. Hill, C. L. Magee, Joshua Rhodes, Fred. Gwinner, J. D. Nicholson.

General Offices, Market and Liberty Sts., Pittsburgh, and Beaver and Island Aves, Allegheny.

References.—Description of road, Vol. VII, Souv., '91, p. 36 (ill.); Vol. XI, Feb., '95, p. 87 (ill.).

Date of information, May, 1897. b z

Aspinwall Street Railway Co.—Chartered Aug. 26, 1892. The lines of this company are operated by the Citizens' Traction Co.

Capital Stock, $12,000.

Date of information May, 1897. z

The Central Traction Co.—Chartered Dec. 21, 1888. Annual meeting, second Tuesday in Feb.

Leased on Apr. 1, 1896, for 950 years to the Consolidated Traction Co. for a rental of $45,000 per annum, equivalent to 3 p. c. on the par value of the capital stock. It is understood that the lessee also assumes the fixed charges of the lessor.

Capital Stock, authorized and issued, $1,500,000, paid in, $899,642.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $375,000; coupon, but may be registered; dated July 1, 1889, due 1929; denom. $500; int. payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburgh, trustee of mortgage.

Central Passenger Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $250,000, issued, $125,000; dated Oct. 1, 1894, due 1924; int. payable Apr. and Oct., at Union Trust Co., trustee of mortgage.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$166,524	$183,722	$163,392	$167,471	$
" other sources	2,707	3,657	3,632	3.594	
" total	169,232	187,379	167,024	171,065	131,954
Operating expenses	114,760	174,677	111,982	160,777	116,843
Earnings from oper.	54,472	12,702	55,042	10,288	15,111
Per cent op. exp. to total receipts	68.0	93.5	67.1	94.1	88.6

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$1,281,272	$1,323,698	$1,327,708
Cash assets	198	1,954	5,018
Accounts receivable	3,430	13,754	7,009
Real estate	92,302	92,314	
Treasury bonds		30,000	
Stocks			92,314
Total	$1,377,202	$1,461,720	$1,432,049
LIABILITIES.			
Capital stock	$ 898,393	$ 898,893	$ 899,642
Funded debt	375,000	500,000	500,000
Accounts payable	11,999	17,104	134
Unfunded debt	60,000		
Profit and loss (surplus)	31,810	45,723	32,272
Total	$1,377,202	$1,461,720	$1,432,049

Dividends.—In 1896, 2 p. c.

Plant and Equipment.—Miles of track, 8.5; operated by cable, 5, by electricity, 3.5; gauge, 5 ft. 2½ in.; 65 lb. girder rail; 2 horses, 20 cars, of which 4 are motor cars and 16 grip cars; Wetherill and West. engines, West. dynamos and motors, Brill and Pullman cars.

Officers.—Pres. Geo. W. Elkins. Sec. G. L. Herron, Treas. G. F. Wright, Supt. W. C. Smith, Ch. Engr. Larry Kirker, Elecn. Edw. Williams.

Directors.—Geo. W. Elkins, Geo. I. Whitney, T. A. Gillespie, John G. Stephenson, F. L. Stephenson, A. W. Herron, Calvin Wells.

General Office, 33d St. & Herron Ave.

References.—Description of road, Vol. VI, May. '90, p. 257; Vol. VII, Souv., '91, p. 16 (ill.).

Date of information, May, 1897. b z

Citizens' Passenger Railway Co.

Leased on Sept., 1, 1887, to the Citizens' Traction Co., for 98 years.

Capital Stock, $200,000, all owned by the Citizens' Traction Co.

References.—Description of road, VI, May, '90, p. 256; Vol. VII, Souv., '91, p. 10; description of car house, Vol. X, Apr., '94, p. 215 (ill.); annual report, Vol. X, Jan., '94, p. 59; Vol. XI, Mar., '95, p. 178; Vol. X, Dec., '94, p. 814.

Date of information, May, 1897. b z

Please note date of information at end of each report.

Citizens' Traction Co.—Chartered July 6, 1887. Annual meeting third Monday in Nov. This company owns the entire capital stock of the Citizens' Passenger Ry. Co., the Transverse Passenger Ry. Co. the Aspinwall Street Ry Co., and the Penn Street Ry. Co., and operates their lines under lease. The Transverse Passenger Ry. is sub-leased to the Allegheny Traction Co.

Leased on Nov. 1, 1895, to the Fort Pitt Traction Co., for 950 years, at a rental equivalent to fixed charges, 6 p. c. per annum on the capital stock, $1,500 per annum for organization expenses, and taxes. The lessee also agrees to pay mortgages on real estate and floating debt amounting to $295,000, and to assume the principal and interest of the funded debt, $1,500,000. The lessee also agrees to undertake the cost of equipping the cable lines of the lessor for electric operation. The company's lines are now a part of the Consolidated Traction Co.'s system, through the latter's lease of the Fort Pitt Traction Co.

Capital Stock, authorized and issued, $3,000,000; par value, $50 per share. Dividends payable May 10 and Nov. 10 at office of N. Holmes & Sons, of Pittsburgh.

Funded Debt.—First mortgage 5 p. c., bonds, authorized, $1,500,000; issued, $1,188,000, in escrow, $312,000; coupon, but may be registered; dated Apr. 1, 1887, due Oct. 1, 1927; denom. $1,000; int. payable Apr. and Oct., at office of N. Holmes & Sons, bankers, Pittsburgh; trustee of mortgage, Fidelity Title & Trust Co., of Pittsburgh.

Penn Street Ry. Co.'s first mortgage 5 p. c. bonds, $250,000; coupon, but may be registered; dated Dec. 1, 1892, due June 1, 1922; int. payable June and Dec. at N. Holmes & Sons; trustee of mortgage, Fidelity Title & Trust Co., of Pittsburgh.

Transverse Passenger Ry. Co.'s first mortgage 6 p. c. bonds, $49,500; dated Nov. 1, 1891, due 1901; denom. $500 and $1,000; int. payable May and Nov.

North Side Passenger Ry. Co.'s first mortgage 6 p. c. bonds, $125,000; dated Aug. 1, 1892, due 1902; denom. $500 and $1,000; int. payable Feb. and Aug.

Operation.—Year ending Oct. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts from passen's.	$672,204	$707,896	$620,687	$624,611	$
" other sources.	11,267	17,032	18,701	13,448	
" total.....	683,471	724,928	639,388	638,059	685,382
Operating expenses....	354,281	388,949	334,911	336,008	357,625
Earnings from operat'n	329,190	335,980	304,477	302,051	327,757
Deduct. from earnings.					
Int. on bonds.....	59,153	76,453	81,827	83,445	99,612
" floating debt.	1,277			8,624	
Taxes.....	25,219	39,717	40,062	39,035	49,259
Improvements.....	30,206				
Other deductions....	15,951	30,711			
Net income.....	197,385	189,099	182,588	180,946	178,886
Dividends paid.....	180,000	180,000	180,000	150,000	150,000
To surplus account....	17,385	9,809	2,589	30,946	28,886
P. c. op. exp. to tot. rec.	51.8	52.3	52.4	52.2	52.2

OPERATING EXPENSES.

Year ending Oct. 31,	1892.	1893.	1894.
Maint. of way and structure.....	$ 32,310	$ 51,095	$ 38,288
" " equipment.....	120,346	126,263	103,403
Conducting transportation.....	179,651	188,651	170,083
General expense.....	18,804	19,295	17,630
Insurance.....			3,887
Damage.....	3,170	3,644	1,619
Total.....	$354,281	$388,949	$334,911

STATISTICS OF OPERATION.

Year ending Oct. 31,	1892.	1893.	1894.	1895.
Pass. carried, cable cars...	12,505,130	12,999,478	11,539,649	12,287,239
" " electric " ...	1,154,765	1,848,373	2,365,968	3,142,343
" " horse " ...	142,679			
" " total.....	13,802,574	14,847,851	13,905,617	15,429,582
Miles run, cable cars	2,014,696	2,037,262	1,838,915	1,889,290
" " electric "	273,286	459,223	589,321	692,474
" " horse "	42,065			
" " total	2,330,047	2,496,485	2,428,236	2,581,764
Op. exp., car mile, cable cars.	$.1493	$.1633	$.1406	$.1329
" " electric " .	.1392	.1202	.1127	.1018
" " horse " .	.1796			
" " average...	.1521	.1558	.1379	.1301
Pass. rects., " cable cars.	$.3029	$.3080	$.2886	$.2777
" " " electric " .	.1979	.1751	.1526	.1447
" " " horse " .	.1421			
" " " average...	.2933	.2904	.2633	.2419
P. c. op. exp., tot. rects., cable.	49.20	53.0	48.73	47.89
" " " " " elec..	70.33	68.6	73.87	70.34
" " " " " horse.	126.37			
" " " " " average.	51.8	53.6	52.4	51.49

Balance Sheet.—Dated,

	Oct. 31, 1894.	Oct. 31, 1895.	June 30, 1896.
ASSETS.			
Cost of road and equipment.....	$2,380,166	$1,385,190	$2,734,094
Other permanent investments....	2,192,665	2,192,665	2,042,665
Real estate.....	309,778	309,778	
Cash.....	32,596	24,491	22,564
Material and supplies.....	28,465		
Other assets.....	1,157		
Accounts receivable.....		1,592	
Aspinwall St. Ry.....		52,225	
Penn St. Ry.....		234,695	
Total.....	$4,944,827	$4,922,636	$4,799,323
LIABILITIES.			
Capital stock.....	$3,000,000	$3,000,000	$3,000,000
Funded debt.....	1,250,000	1,250,000	1,500,000
Bills and accounts payable.....	161,664	171,648	25,946
Penn St. Ry. Co.'s bonds.....	250,000	250,000	
Other liabilities.....	120,000	120,000	120,000
Profit and loss (surplus).....	163,163	130,988	153,377
Total.....	$4,944,827	$4,922,636	$4,799,323

Plant and Equipment.—Miles of track, 30, of road, 15; operated by electricity, 12, by cable 12, by horses, 6; gauge 5 ft. 2¼ in.; 54 lb. and 65 lb. girder and tram rail; 28 horses; 111 cars, of which 23 are horse cars, 20 are motor cars and 68 grip cars; Buckeye and Wetherill engines, West. dynamos and motors, Gilbert, Pullman and Stephenson cars.

Officers.—Pres. John G. Holmes, V. Pres. H. S. A. Stewart, Sec. J. G. Bright, Treas. N. Holmes, Jr., Gen. Man. & Pur. Agt. Chas. Fitzgerald.

Directors.—James Verner, John G. Holmes, C. L. Magee, H. S. A. Stewart, John B. Jackson, J. J. Donnell, John Gripp.

General Office, 537 Penn Ave. Business office, 3404 Penn Ave.

Date of information, May, 1897. b z

Consolidated Traction Co. of Pittsburgh.—Chartered July, 1895, for the purpose of effecting a consolidation of the principal street railway properties of Pittsburgh. The company has purchased the entire capital stock of the Fort Pitt Traction Co., which leases the Allegheny Traction Co. and the Citizens' Traction Co. The Consolidated Traction Co. also owns a controlling interest in the capital stock of the Central Traction Co., the Pittsburgh Traction Co. and the Duquesne Traction Co. The capital liabilities of the consolidated systems are as follows:

	Cap. Stock Issued.	Cap. Stock Paid in.	Funded Debt.
Central Traction Co.....	$ 1,500,000	$ 899,642	$ 500,000
Duquesne Traction Co.....	3,000,000	3,000,000	1,500,000
Fort Pitt Traction Co.....	3,000,000	3,000,000	938,000
Citizens' Traction Co.....	3,000,000	3,000,000	1,500,000
Allegheny Traction Co....	500,000	500,000	750,000
Pittsburgh Traction Co.....	2,500,000	2,500,000	1,007,000
	$13,500,000	$12,899,642	$5,195,000

For details of leases see reports of the several companies.

Capital Stock.—Common stock, authorized and issued, $15,000,000; par value, $50 per share.

6 p. c. cumulative preferred stock, authorized and issued, $15,000,000; par value, $50.

Note.—Under the plan of consolidation, the preferred stock was offered in exchange for the common stock of the constituent companies in the following proportions:

	Present Common Stock.	New Preferred Stock.
Central Traction Co.....	$1,500,000	$ 900,000
Duquesne Traction Co.....	3,000,000	2,220,000
Fort Pitt Traction Co.....	3,000,000	2,400,000
Pittsburgh Traction Co.....	2,500,000	3,500,000

By a circular issued late in May, 1896, the stockholders of the Duquesne Traction Co. were given the right to receive, at the option of Drexel & Co., either cash or preferred stock of the company, to the amount of $37 per share, and the stockholders of the Pittsburgh Traction Co., were given the right to receive either cash or preferred stock at the option of Drexel & Co., to the amount of $70 per share.

Funded Debt.—The company has as yet no funded debt. The funded debt of the constituent companies amounts to $5,195,000, as above stated. See reports of the several companies for detailed description.

Operation.—The following is a combination of the operating reports of the constituent companies for the years ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects from pass.	$1,459,045	$1,675,575	$1,591,269	$1,705,263	$1,851,802
" other sources	125,695	32,749	25,162	23,396	111,727
" total.....	1,484,741	1,708,324	1,616,430	1,728,659	1,963,529
Oper. expenses.	993,811	1,084,094	980,555	1,115,851	1,019,977
Earn. from oper.	490,930	624,230	635,875	612,807	943,552
P. c. op. exp. to total rects....	66.9	63.4	60.6	68.6	51.9

Please note date of information at end of each report.

Deductions from Earnings.—The interest on the funded debt and the dividends guaranteed by the company are understood to be substantially as follows:

	Interest.	Dividends.
Central Traction Co.	$26,250	$ 45,000
Duquesne Traction Co.	75,000	120,000
Fort Pitt Traction Co.	46,900	180,000
Citizens' Traction Co.	75,000	180,000
Allegheny Traction Co.	37,500	25,000
Pittsburgh Traction Co.	50,000	175,000
Total.	$310,650	$725,000

The amount of taxes paid by the consolidated companies is not known.

Officers.—Pres. C. L. Magee, Sec. Jas. A. McDevitt, Treas. Geo. I. Whitney, Ch. Engr. Geo. F. Greenwood.

Directors.—C. L. Magee, Joshua Rhodes, T. H. Given, Geo. I. Whitney, E. C. Gibson.

General Office, 114 Fourth Ave.

Date of information, May, 1897. b z

The Duquesne Traction Co.—Chartered Jan. 25, 1890. This company controls the following street railway properties chartered for operation in Pittsburgh:

	Miles.	Capital Stock.
Duquesne Street Ry. Co.	3.5	$100,000
Boyd Street Ry. Co.	.6	3,000
Craig Street Passenger Ry. Co.	6.7	48,000
East End Street Ry. Co.	1.1	600
Grant Street Ry. Co.	.6	300
Highland Street Ry. Co.	2.1	15,000
Howe Street Ry. Co.	2.2	18,000
Larimer Street Ry. Co.	1.6	15,000
Market Street Ry. Co.	.3	500
People's Street Ry. Co.	5.2	35,000
Wilkinsburg & East Liberty Ry. Co.	2.4	14,300

The properties controlled by this company have been operated by the Pittsburgh Traction Co. on a 99 year contract, dated Jan. 1, 1892. (See Pittsburgh Traction Co. for terms and conditions), but on Apr. 1, 1896, the company's lines were leased to the Consolidated Traction Co. for 950 years, at a rental of $120,000 per annum, equivalent to 4 p. c. on the capital stock.

Capital Stock, authorized and issued, $3,000,000, par value, $50 per share. Dividends payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburgh.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; dated July 1, 1890, due 1930; coupon, but may be registered; int. payable Jan. and July.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$283,399	$357,714	$343,100	$392,932	$449,893
" other sources		11,926	3,790	5,865	17,020
" total.....	283,399	369,640	346,890	398,797	466,913
Operating expenses	257,878	256,005	210,825	276,353	237,581
Earnings from oper.	25,521	113,635	136,065	122,444	229,332
P. c. oper. exp. to total rects.....	91.2	91.1	60.8	69.2	50.9

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Construction	$1,197,087	$1,197,087	$
Real estate and buildings	307,370	307,370	
Machinery account	87,514	87,514	3,964,487
Railway stocks and franchises	2,460,030	2,460,030	
Accounts due comp'y	45,391	64,620	
Equipment	453,203	453,203	540,717
Cash	8,189	8,696	1,003
Total.	$4,558,784	$4.578,521	$4,506,207
LIABILITIES.			
Capital stock	$3,000,000	$3,000,000	$3,000,000
Funded debt	1,500,000	1,500,000	1,500,000
Surplus	58,,784	78,521	6,207
Total.	$4,558,784	$4,578,521	$4,506,207

Plant and Equipment.—Miles of track (electric), 28; gauge, 5 ft. 2½ in.; 48 lb. girder rail; 60 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. Geo. W. Elkins, Sec. Jas. L. McDevitt, Treas. Jno. F. Steel.

Directors.—C. L. Magee, Geo. Rice, Joshua Rhodes, Jas. A. McDevitt, T. H. Given, Geo. W. Elkins.

References.—Description of road, Vol. VII, May, '91, p. 259; Vol. VII, Souv., '91, p. 23 (ill.).

Date of information, May, 1897. b z

Federal Street & Pleasant Valley Passenger Railway Co.—Chartered Mar., 1868. Annual meeting second Tuesday in Jan. This is a consolidation of the People's Park Passenger Ry. Co., the Observatory Hill Passenger Ry. Co., the Perry Street Passenger Ry. Co., the Troy Hill Passenger Ry. Co., the Allegheny Street and the Allegheny & Bellevue Passenger Ry. Co. This company also operates the North End Passenger Ry. Co., under a temporary agreement.

Leased, in July, 1896, for 950 years to the North Side Traction Co., at a rental equivalent to fixed charges and a dividend of 5 p. c. ($70,000 per annum) on capital stock. The lessee assumes the lessor's entire funded and floating debt, and operates the property. This lease has been assigned to the Second Avenue Traction Co., and will ultimately be assigned to the United Traction Co. (which see).

Capital Stock, authorized and issued, $1,400,000; par value, $25 per share. Dividends payable Jan. and July.

Funded Debt.—Consolidated mortgage 5 p. c. bonds, authorized $1,250,000, issued $325,000, in escrow (see Note), $925,000; coupon, but may be registered; dated July 1, 1891, due 1931; denom. $1,000; int. payable Jan. and July, at office of Fidelity Title & Trust Co. of Pittsburgh, trustee of mortgage.

First mortgage 6 p. c. bonds, $75,000, due July 1, 1903; int. payable Jan. and July.

Second mortgage 5 p. c. bonds, $300,000; dated July 1, 1889, due 1919; int. payable Jan. and July.

Observatory Hill Passenger Ry. Co.'s first mortgage 5 p. c. bonds, $125,000; dated July 1, 1887, due 1907; int. payable Jan. and July.

Allegheny & Bellevue Passenger Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; dated Nov., 1890, due 1920; int. payable Jan. and July.

Allegheny Street Ry. Co.'s first mortgage 5 p. c. bonds, $100,000.

Perry Street Passenger Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; dated Nov. 1, 1890, due 1920; int. payable Jan. and July.

Troy Hill Passenger Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; dated Nov. 1, 1890, due 1920; int. payable Jan. and July.

Jack's Run 5 p. c. mortgage bonds, $50,000; due 1913; int. payable Jan. and July.

Note.—$925,000 of the consolidated mortgage bonds are held in escrow to retire the eight prior liens described.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$385,197	$397,124	$372,844	$393,231	$443,083
" other sources	12,275	10,080	10,709	13,455	40
" total.....	397,472	407,204	383,552	406,686	443,123
Operating exp....	273,360	312,326	264,767	304,357	294,732
Earn. from oper...	124,112	94,878	118,785	102,329	148,391
Ded. from earnings					
Interest.....	43,033		63,250		66,900
Taxes.....			22,796		13,101
Net income.....	81,079		32,739		68,390
Dividends paid....	78,000	84,000			
Total surplus acct.	79,989	26,116	54,855		
P. c. op. exp. to total receipts....	68.8	76.7	69.0	74.7	66.6

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Construction	$1,159,249	$1,219,920	$1,291,630
Equipment	521,747	521,747	564,391
Property account	990,055	990,055	990,055
Cash assets	4,400	9,105	3,263
Car house property	30,000	30,000	30,000
Accounts receivable	18,384	12,691	12,689
Office cash	850	850	500
Total.	$2,724,684	$2,784,367	$2,892,528
LIABILITIES.			
Capital stock	$1,400,000	$1,400,000	$1,400,000
Funded debt	1,250,000	1,250,000	1,250,000
Bills and accounts payable	4,829	64,537	114,527
Car house mortgage	15,000	15,000	15,000
Construction, No. 2		23,320	
Profit and loss (surplus)	54,855	31,510	113,001
Total.	$2,724,684	$2,784,367	$2,892,528

Plant and Equipment.—Miles of track (electric), 36, gauge, 5 ft. 2½ in.; 66 lb. and 70 lb. girder rail; 106 cars, of which 97 are motor cars and 9 trail cars; Buckeye and West. engines, Gen. Elec., Walker, Sprague and West. dynamos and motors, Brill, St. Louis, Pullman and Stephenson cars.

Officers.—Pres. W. H. Keech, Sec. & Treas. R. F. Ramsey.

General Office, 6th Ave. and Smithfield St., Pittsburgh, Pa.

References.—Description of road, Vol. VI, May, '90, p. 254 (ill.); description of road, Vol. VII, Souv., '91, p, 19 (ill.).

Date of information, May, 1897. b d z

Fort Pitt Traction Co.—Chartered 1895. This company has acquired by purchase the entire capital stock of the Fort Pitt Street Passenger Ry. Co., the Negley Street Ry. Co., the Gross Street Ry. Co., the Highland Park Passenger Ry. Co., and these companies have

all been consolidated with the Fort Pitt Traction Co. This company also leases the property of the Allegheny Traction Co. and the Citizens's Traction Co. (for terms of lease see the companies named).

Leased on Apr. 1, 1896, to the Consolidated Traction Co. for 950 years at an annual rental of $180,000, equivalent to 6 p. c. on the capital stock. It is understood that the lessee assumes the fixed charges of the lessor.

Capital Stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $1,000,000, issued, $938,000; dated 1895, due 1925; denom. $1,000, int. payable at office of Pittsburgh Trust Co., of Pittsburgh.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$2,900,000	Capital stock	$3,000,000
" equipment	144,950	Funded debt	938,000
Cash	520,253	Interest	13,453
Rights of way	240,000		
Organization	27,490		
Commissions	18,760		
Other assets	100,000		
Total	$3,951,453	Total	$3,951,453

Date of information. May, 1897. b z

Homestead & Highlands Street Railway Co.—(see Homestead, Pa.)

McKeesport & Reynoldton Passenger Railway Co.—Chartered June 6, 1889. In June, 1895, this property was purchased by the Second Avenue Traction Co., of Pittsburgh, and since that date has been operated by that company.

Capital Stock, authorized, $300,000, issued, $267,500. A controlling interest in this stock is owned by the Second Avenue Traction Co.

Funded Debt.—None outstanding.

Operation.—(See Second Ave. Traction Co.)

Balance Sheet.—Dated June 30, 1896. (Same for 1895.)

Assets.		Liabilities.	
Stocks	$237,936	Capital stock	$267,500
Construction and equip.	226,064	Funded debt	200,000
Rent estate	3,500		
Total	$467,500	Total	$467,500

Date of information, May, 1897. b z

Millvale, Etna & Sharpsburg Passenger Railway Co.—Chartered Mar. 8, 1892. Annual meeting second Monday in Jan.

Leased on Apr. 19, 1894, to the Allegheny Traction Co., and now operated by that company.

Capital Stock, authorized and issued, $750,000, all in treasury of Allegheny Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, $750,000.

Balance Sheet.—Dated June 30, 1896. (Same for 1895.)

Assets.		Liabilities.	
Lease and operating contracts	$1,497,600	Capital stock	$750,000
Other assets	2,400	Funded debt	750,000
Total	$1,500,000	Total	$1,500,000

Date of information, May, 1897. b z

Millvale Passenger Railway Co. & Forty-third Street & Bloomfield Passenger Ry.—Chartered May 29, 1889. Annual meeting June 10. This company leases trackage rights over 1 mile of track belonging to Citizens' Traction Co., and .5 mile of track over the Ewalt Street Bridge.

Capital Stock, authorized, $45,000, issued, $20,000; par value, $50 per share.

Operation.—Year ending June 30,

	1895.	1896.
Receipts from passengers	$3,527	$4,110
" other sources	96	200
" total	3,623	4,310
Operating expenses (including all other expenses).	4,766	5,248
Deficit from operation	1,143	938

Balance Sheet.—Dated June 30, 1895.

Assets.		Liabilities.	
Construction	$ 1,193	Capital stock	$20,000
Equipment	3,335		
Am't due on capital	15,473		
Total	$20,000	Total	$20,000

Plant and Equipment.—Miles of track (horse), 2; 11 horses, 3 horse cars.

Officers.—Pres. Sec. & Gen. Man. P. M. Siebert, V. Pres. Walter Lyon, Treas. J. T. Keil.

Directors.—P. W. Seibert, J. T. Keil, Walter Lyon, J. Gardner, C. Baenerlein, A. C. Milliken.

General Office, 367 Main St., Pittsburgh, Pa.

Date of information, May, 1897. b z

North End Passenger Railway Co.—Chartered Sept. 15, 1891. The lines of this company have been built over a portion only of its intended route, and no equipment has been purchased. By special arrangement equipment and power have been furnished by the Federal Street & Pleasant Valley Passenger Ry. Co., and receipts and operating expenses have been included in the report of that company.

Date of information, May, 1897. b z

North Side Traction Co.—Chartered in 1896, for the purpose of leasing the Federal St. & Pleasant Valley Ry. Co. and the Pittsburgh, Allegheny & Manchester Traction Co. The lease of the Federal St. & Pleasant Valley Ry. Co. (which see) has been effected, but the lease of the Pittsburgh, Allegheny & Manchester Traction Co. has not yet been consummated.

This company has been leased to the Second Avenue Traction Co., and negotiations are now in progress for consolidating this company with the United Traction Co. (which see).

Date of information, May, 1897. z

Penn Street Passenger Railway Co.—Chartered May 19, 1892. This road is controlled by the Citizens' Traction Co.

Capital Stock, authorized and issued, $500,000, all owned by Citizens' Traction Co.

Funded Debt.—(See Citizens' Traction Co.)

Date of information, May, 1897. b z

Pittsburgh, Allegheny & Manchester Passenger Railway Co.—Chartered Apr. 12, 1859. Annual meeting third Monday in Jan.

Leased to the Pittsburgh, Allegheny & Manchester Traction Co. on July 25, 1890, for 999 years.

Capital Stock, fixed by charter at $75,000, and increased from time to time to $350,000; par value, $50 per share. A controlling interest in this stock is owned by the Pittsburgh, Allegheny & Manchester Traction Co.

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Real estate	$124,999	$124,999
P. A. & Man. Trust Co	210,643	210,643
Cash	700	900
Profit and loss (deficit)	13,659	13,459
Total	$350,000	$350,000
LIABILITIES.		
Capital stock	$350,000	$350,000
Total	$350,000	$350,000

Date of information, Nov., 1896. b

Pittsburgh, Allegheny & Manchester Traction Co.—Chartered Dec. 14, 1889. On July 25, 1890, the company leased the Pittsburgh, Allegheny & Manchester Passenger Ry. Co. for 999 years, and the Pittsburgh Union Passenger Ry. Co. for 985 years. The leased roads have been entirely reconstructed and re-equipped.

Negotiations are in progress whereby this road will be leased to the North Side Traction Co., and ultimately to the Union Traction Co.

Capital Stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage bonds, authorized, and issued, $1,500,000; coupon, but may be registered; denom. $1,000.

Assumed obligations, $100,000 (see Pittsburgh Union Passenger Ry. Co.).

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rec'ts from pass...	$371,329	$482,347	$478,501	$443,770	$471,131
" other sources				5,891	7,164
" total				449,661	478,295
Operat'g expenses.	284,599	274,688	246,617	225,130	271,273
Earn. from opera'n	86,730	207,659	231,884	224,531	207,022
Deduct. from earn.					
Interest	64,358		86,292		
Taxes	2,100		19,893		
Net income	20,272		125,699		
Dividends paid	36,470	72,939	74,763		

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Stock P. A. & M. P. Ry. Co.	$2,450,000	$2,450,000	$2,450,000
Stock P. U. P. Ry. Co.	466,900	466,900	466,900
Other stocks, etc.	5,790	723	623
Construction	997,885	1,032,450	1,080,010
Equipment	489,120	509,288	516,293
Real estate	47,540	47,540	
Leases	388,166	388,166	305,618
Cash	41,300	48,469	
Treasury stock	5,161		
" bonds	100,000	100,000	100,000
Accounts receivable		460	1,506
Total	$4,991,862	$5,043,994	$4,920,950
LIABILITIES.			
Capital stock	$3,000,000	$3,000,000	$3,000,000
Funded debt	1,495,000	1,500,000	1,500,000
Bonds P. U. P. Ry. Co.	100,000	100,000	100,000
Bills payable	250,400	250,500	207,000
Accounts payable	3,466		
Other liabilities	82,548	82,548	6,486
Profit and loss (surplus)	60,448	110,947	107,464
Total	$4,991,862	$5,043,994	$4,920,950

Dividends, in 1892, 1¼ p. c.; in 1893, 5 p. c.; in 1894, 2½ p. c.; in 1895, 4½ p. c.

Plant and Equipment.—Miles of track (electric), 20.7; gauge, 5 ft. 2½ in.; 63½ lb. T and girder rail; 80 cars, of which 66 are motor cars and 14 trail cars; Wetherill and Russell engines, Gen. Elec. dynamos and motors, L. & F., Laclede and Pullman cars.

Officers.—Pres. Geo. B. Hill, V. Pres. Fred'k Gwinner, Sec. A. M. Neeper, Treas. W. Montgomery, Supt. & Pur. Agt. Henry Hubbard.

Directors.—Geo. B. Hill, Joshua Rhodes, Fred. Gwinner, C. L. Magee, J. W. Dalzell.

General Office, Beaver St. and Island Ave., Allegheny.

References.—Description of road, Vol. VII, Souv., '91, p. 26 (ill.); Vol. X, Mar., '94, p. 157 (ill.).

Date of information, Dec., 1896. b d

Pittsburgh & Birmingham Traction Co.—Chartered Aug. 15, 1889. Annual meeting second Tuesday in Aug. This company operates the Pittsburgh & Birmingham Passenger R. R. Co. (including the South Side Passenger R. R. Co.), the Pittsburgh Incline Plane Co. and the Mount Oliver Incline Plane Co.

Capital Stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Nov. 20, 1889, due Nov. 1, 1929; denom. $1,000; int. payable May and Nov., at office of company; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, Pa.

Debenture 5 p. c. bonds, $144,000; dated 1890, due 1900; int. payable Apr. and Oct.

The company has guaranteed the following bond issues:

Pittsburgh & Birmingham Passenger Ry. Co.'s 5 p. c. bonds, $75,000; int. payable Jan. and July.

Pittsburgh & Ormsby Passenger Ry. Co.'s 5 p. c. bonds $19,000; dated 1891, due 1896 to 1901; int. payable Apr. and Oct.

Birmingham, Knoxville & Allentown Passenger Ry. Co.'s 6 p. c. bonds, $500,000; dated Sept. 1, 1891, due 1931; int. payable Mar. and Sept.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$305,215	$332,049	$279,973	$301,082	$391,033
" other sources.	51,008	32,413	2,362	4,500	21,255
" total	356,223	364,452	282,335	305,582	412,288
Operating exp.	168,650	171,874	154,614	150,707	206,423
E'rn'gs from op'n.	187,573	192,578	127,721	154,875	205,865
Deduct from earn.					
Interest	100,119		110,450		109,700
Taxes	4,591				18,000
Rentals	24,000		15,719		36,794
Net income	58,872		1,552		41,370
Dividends paid		60,000	12,000		
Per cent. op. exp. to total receipts	47 5	47.2	54.7	49.3	50.0

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Property and railway	$2,895,750	$2,898,030	$2,898,030
Improvement	1,629,738	1,638,888	1,638,888
Monongahela Bridge Co.	164,433	157,400	
Stocks	699,275	703 400	703,550
Cash assets	23,846	23,290	14,159
Other assets	9,184	620	700
Accounts receivable		4,834	170,149
Total	$5,442,226	$5,426,461	$5,425,476
LIABILITIES.			
Capital stock	$3,000,000	$3,000,000	$3,000,000
Funded debt	1,500,000	1,500,000	1,500,000
Guaranteed bonds	594,000	594,000	519,000
Debenture bond	106,000	153,000	147,000
Bills payable	44,424		75,000
Accounts payable	68,890	35,745	56,919
Accrued interest	33,127	32,627	33,430
Accrued taxes		11,995	
Profit and loss (surplus)	75,785	99,094	94,127
Total	$5,442,226	$5,426,461	$5,425,476

Plant and Equipment.—Miles of track (electric), 28, gauge, 5 ft. 2½ in.; 63½ lb. Johnson girder rail; 7 horses, 72 cars, of which 1 is a horse car, 66 are motor cars and 5 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Gilbert and St. Louis cars.

Officers.—Pres. H. Moore, V. Pres. A. C. Wettengel, Sec. & Treas. Amos S. Petrie, Asst. Sec. & Treas. W. H. Rogers, Gen. Supt. Frank McCoy, Elec. Supt. T. J. Layton.

Directors.—Jas. S. McKelvey, John C. Fisher, A. C. Wettengel, Henry Moore, David Yost, W. R. Ford, Henry J. Lotz.

General Office, 30th and Carson Sts.

References.—Description of road, Vol. VII, Aug., '91, p. 426 (ill.); Vol. VII, Souv., '91, p. 30 (ill.); annual report, Vol. X, Nov., '94, p. 755.

Date of information, May, 1897. b z y

Pittsburgh, Crafton & Mansfield Street Railway Co.—This road is operated by the Pittsburgh & West End Passenger Ry. Co.

Capital Stock, authorized and issued $500,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $250,000; dated July 1, 1894, due 1924; int. payable Jan. and July, at Pittsburgh Trust Co., trustee of mortgage. These bonds have been guaranteed, principal and interest, by the Pittsburgh & West End Passenger Ry. Co.

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$750,000	Capital stock	$500,000
Cash	17,268	Funded debt	250,000
Loans	3,000	Other liabilities	4
		Profit and loss (surplus).	20,264
Total	$770,268	Total	$770,268

Plant and Equipment.—Miles of track, (electric), 17; 24 motor cars.

Officer.—Sec. E. S. Reilly.

Date of information, Dec., 1896. b d

Pittsburgh, Glenwood & Homestead Passenger Street Railway Co.—Chartered Dec. 15, 1890. In Dec., 1894, this property was purchased by the Second Avenue Traction Co., and is now operated by that company.

CAPITAL STOCK, $20,000.

This stock is owned by the Second Avenue Traction Co.

Date of information, May, 1897. b z

Pittsburgh, Neville Island & Coraopolis Passenger Railway Co.—Chartered Apr. 4, 1893. Annual meeting second Monday in Jan. This road is operated by the Pittsburgh & West End Passenger Ry. Co.

Capital Stock, authorized, $50,000, paid in, $89,645.

Funded Debt.—First mortgage 6 p. c. bonds, $100,000.

Operation.—Year ending June 30,	1895.	1896.
Receipts from passengers	$18,074	$22,427
" other sources	1,574	3,326
" total	19,648	25,753
Operating expenses	19,663	11,413
Deficit from operation	15	*14,340

*Surplus.

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road	$157,611	$152,023
Cost of equipment	24,540	31,150
Office furniture	239	
Stock of other companies	19,500	19,500
West End tickets	98	
Bills receivable	275	275
Accounts receivable	86	16
Cash		528
Profit and loss (deficit)	5,453	5,138
Total	$207,801	$208,630
LIABILITIES.		
Capital stock	$89,645	$89,645
Funded debt	100,000	100,000
Bills payable	16,625	13,303
Accounts payable	1,258	2,692
Cash overdrawn	242	2,990
Total	$207,801	$208,630

Plant and Equipment.—Miles of track (electric), 9.5; 12 cars, of which 4 are motor cars, 4 trail cars and 4 freight cars.

Officers.—Pres. J. C. Reilly, V. Pres. T. S. Bigelow, Sec. Treas. & Supt. W. J. Burns.

Directors.—T. R. Pittock, A. J. Schultz, W. A. Calley, J. C. Reilly, W. J. Burns, T. S. Bigelow, J. D. Calley.

General Office, Coraopolis, Pa.

Date of information, May, 1897. b z

Pittsburgh, Oakland & East Liberty Passenger Railway Co.—Chartered Apr. 8, 1859. Annual meeting fourth Monday in Jan.

Leased on June 17, 1887, to Pittsburgh Traction Co., for 999 years, and now a part of the Consolidated Traction Co.'s system.

Capital Stock, authorized and issued, $150,000. Dividends 5 p. c. per annum, payable Apr. and Oct., at office of Fidelity Title & Trust Co. of Pittsburgh. A controlling interest in this stock is owned by the Pittsburgh Traction Co.

Funded Debt, $7,000, assumed by the Pittsburgh Traction Co.

Reference.—Description of road, Vol. VI, Sept., '90, p. 434 (ill.).

Date of information, May, 1897. b z

The Pittsburgh Traction Co.—Chartered Apr. 14, 1887. Annual meeting fourth Monday in Jan. This company controls and leases the Pittsburgh, Oakland & East Liberty Passenger Ry. Co. and the Bloomfield Street Ry. Co.

On Dec. 17, 1891, an operating contract was executed between this company and the Duquesne Traction Co., to take effect Jan. 1, 1892, for a period of 99 years. By this contract this company assumed the operation of the railways formerly operated by the Duquesne Traction Co., and agreed to collect all receipts and make all disbursements for the operation of the two roads. A division of net earnings of both roads was to be made every six months, on the basis of .575 for this company to .425 for the Duquesne Traction Co.

On Aug. 1, 1896, the property of the company was leased to the Consolidated Traction Co. for a rental of $175,000 per annum, equivalent to a dividend of 7 p. c. per annum on the par value of the capital stock. The lessee also assumes the fixed charges of the lessor.

Capital Stock, authorized and issued, $2,500,000, paid in, $1,900,000; par value $50 per share. Dividends payable Feb. and Aug., at office of company.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $750,000; dated Oct. 1, 1887, due 1927; denom. $1,000; int. payable Apr. and Oct., at office of Fidelity Title & Trust Co., of Pittsburgh, trustee of mortgage.

Pittsburgh, Oakland & East Liberty Passenger Ry. Co.'s first mortgage 6 p. c. bonds, $7,000, due Feb. 1, 1901.

Bloomfield Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $250,000; dated Aug. 1, 1893, due 1923; int. payable Feb. and Aug. at Pittsburgh Trust Co., trustee of mortgage.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass..	$360,669	$422,561	$421,953	$441,452	$467,933
" other sources	7,436	6,656	9,480	7,994	83,847
" total.....	368,105	429,217	431,434	449,446	551,780
Operat'g expenses.	256,938	265,784	265,454	262,921	219,459
Earn. from opera'n	111,167	163,433	165,980	186,525	332,321
Deduct. from earn.					
Interest.....	38,430		38,310		88,930
Taxes	11,326		27,993		44,203
Rentals.....					937
Net income.....	61,411		99,677		198,251
Dividends paid....	75,000	75,000	150,000		75,000
Per cent. op. exp. to total receipts..	70.0	62.0	61.5	58.5	39.7

Dividends.—In 1895, 6 p. c.; in 1896, 3 p. c.

Balance Sheet.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Construction	$1,272,097	$1,287,869	$1,521,433
Equipment	192,902	202,519	204,660
Cash assets	21,001	3,305	82,947
Perma'nt invest. and real estate	1,275,983	1,273,044	1,039,480
Capital unpaid	600,000	600,000	600,000
Accounts receivable	192,840	688,542	200,340
Material and supplies			12,522
Additions and betterments on leased lines			721,683
Total	$3,554,824	$4,055,280	$4,383,065
LIABILITIES.			
Capital stock	$2,500,000	$2,500,000	$2,500,000
Funded debt	750,000	750,000	1,007,000
Mortgage lot on 5th Ave	10,000	10,000	
Bonds P. O. & E. L. Ry. Co.		7,000	
Vouchers for monthly supplies.	7,052	9,256	
Unfunded debt incurred for construction and equip	182,327	404,981	
Unfunded debt owing corporations and individual	48,784	41,837	389,083
Bonds Bloomfield St. Ry. Co.		250,000	
Other liabilities		18,800	28,000
Dividends unpaid			234,117
Accounts payable			38,192
Surplus	56,661	63,405	186,673
Total	$3,554,824	$4,055,280	$4,383,065

Plant and Equipment.—Miles of track, 12, of road, 7; operated by cable 10, by electricity, 2; gauge, 5 ft. 2 in.; 65 lb. girder rail; 74 cars, of which 2 are motor cars and 72 grip cars; Wetherill engines, Atwood dynamos and motors, Brill and Phila. Traction cars.

Officers.—Pres. Geo. W. Elkins, V. Pres. C. L. Magee, Sec. & Treas. J. G. Traggardh, Gen. Man. & Pur. Agt. W. L. Elkins, Audr. A. W. D. Hogg, Ch. Engr. J. M. Gorman.

Directors.—Geo. D. Widener, Wm. L. Elkins, Geo. W. Elkins Geo. C. Wilson, J. F. Maeder, F. B. Nimick, Geo. P. Elkins.

General Office, 6,006 Penn Ave.

References.—Description of road, Vol. VI, May, '90, p. 257; Vol. VII, Souv., '91, p. 12 (ill.); description of flywheel accident, Vol. X, July, '94, p. 437 (ill.); report, Vol. IX, Jan., '93, p. 68.

Date of information, May, 1897. b z

Pittsburgh Union Passenger Railway Co.—Chartered Aug. 26, 1881. Annual meeting second Monday in Jan. This company is a consolidation of the Union Passenger Ry. Co. and the Pittsburgh Union Passenger Ry. Co.

Leased to the Pittsburgh, Allegheny & Manchester Traction Co., for 985 years.

Capital Stock, authorized and issued, $100,000, paid in, $82,755; par value, $50 per share. A controlling interest in this stock is owned by the Pittsburgh, Allegheny & Manchester Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; coupon, but may be registered; dated Oct. 1, 1881, due, 1901; denom. $1,000; int. payable Apr. and Oct. These bonds are guaranteed, principal and interest, by the Pittsburgh, Allegheny & Manchester Traction Co.

Balance Sheet.—Dated June 30,	1895.	1896.
ASSETS.		
P., A. & M. Tract Co.	$11,447	$11,447
Real estate	14,879	14,879
Cash	309	371
Profit and loss (deficit)	56,120	56,058
Total	$82,755	$82,755
LIABILITIES.		
Capital stock	$82,755	$82,755
Total	$82,755	$82,755

Officers.—Pres. F. Gwinner, Jr., Sec. & Treas. A. M. Neeper, Gen. Man. G. F. Greenwood.

Directors.—F. Gwinner, Jr., F. Gwinner, C. L. Magee, Joshua Rhodes, J. D. Nicholson, Geo. B. Hill, A. M. Neeper.

General Office, 103 4th Ave.

Date of information, Nov., 1896. b

Pittsburgh & West End Passenger Railway Co.—Chartered Mar. 26, 1879. Annual meeting second Monday in Jan. This company operates the lines of the Pittsburgh, Crafton & Mansfield Street Ry. Co. and the Pittsburgh, Neville Island & Coraopolis Passenger Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $500,000; dated July 1, 1892, due 1922; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of City Savings Bank, of Pittsburgh; trustee of mortgage Fidelity Title & Trust Co., of Pittsburgh.

Operation.—Year ending June 30,

	1892..	1893.	1894.	1895.	1896.
Rcpts. from pass....	$93,048	$121,577	$142,924	$166,686	$181,733
" other sources.	719	627	1,679	2,735	11,491
" total.....	93,767	122,204	144,603	169 421	193,224
Operating expenses.	74,022	72,727	67,941	68,014	78,673
Earn. fr'm operation	19,745	49,477	76,662	101,407	114,551
Dividends paid.....	*34,000	25,000	30,000		45,000

*Paid $14,000 in stock, $20,000 in cash.

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Plant and franchises.....	$1,403,773	$1,406,273	$1,401,291
Construction	498,091	525,400	541,444
Equipment	149,881	153,610	164,256
Cash assets.....	194	6,409	8,686
Sundries.....	11,580	11,592	
Total.....	$2,063,519	$2,103,284	$2,115,677
LIABILITIES.			
Capital stock.....	$1,500,000	$1,500,000	$1,500,000
Funded debt.....	500,000	500,000	500,000
Bills payable.....	46,400	50,000	50,000
Sundries.....	12,667	20,667	
Profit and loss (surplus).....	4,452	32,617	65,677
Total	$2,063,519	$2,103,284	$2,115,677

Dividends.—In 1892, 12 p. c.; in 1893, 2 p. c.; in 1894, 2 p. c.; in 1896, 3 p. c.

Plant and Equipment.—Miles of track (electric), 16, of road, 8; gauge, 5 ft. 2½ in.; 80 lb. girder rail; 4 horses, 44 cars, of which 18 are horse cars and 26 motor cars; Russell engines, West. dynamos and motors, Laclede and Stephenson cars.

Officers.—Pres. John C. Reilly, V. Pres. Thos. S. Bigelow, Sec. Wm. V. Callery, Treas. & Gen. Man. Wm. J. Burns, Ch. Engr. & Elecn. M. Murphy.

Directors.—John C. Reilly, Thos. S. Bigelow, Wm. J. Burns, J. D. Callery, Wm. V. Callery.

General Office, West Parson St. and Point Bridge.

References.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.); Vol. IX, Feb., '93, p. 94.

Date of information, Dec., 1896. b d

Schenley Park & Highlands Railway Co.—Chartered Feb. 21, 1891.

Capital Stock, authorized, $300,000, issued, $100,000.

Funded Debt, $100,000.

Operation.—Year ending June 30, 1896.

Gross receipts.....	$17,947
Operating expenses.....	16,817
Earnings from operation.....	1,130

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road.....	$219,724	Capital stock.....	$100,000
Cost of equipment.....	17,315	Funded debt.....	100,000
Open accounts.....	1,516	Accrued interest.....	6,000
Profit and loss (deficit).	7,873	Bills payable	20,750
		Accounts payable.....	19,678
Total	$246,428	Total.....	$246,428

Plant and Equipment.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 40 lb to 66 lb T and girder rail; 5 motor cars; Nordburg engines, West. dynamos and motors, Gilbert and Barney & Smith cars.

Officers.—Pres. Thos. Noble, V. Pres. & Man. S. J. MacFarren, Sec. J. H. Adams, Treas. A. D. Wood.

General Office. Homestead, Pa.

Reference.—Description of road, Vol. VII, Souv., '91, p. 36 (ill.).

Date of information, May, 1897. a b z

The Second Avenue Passenger Railway Co.—Chartered July 1881. Annual meeting second Monday in Nov.

Leased to the Second Avenue Traction Co. (which see) for 999 years.

Capital Stock, authorized, $500,000, issued and paid in, $502,850; per value, $50 per share. Dividends payable at office of company. The entire issue of this stock is owned by the Second Avenue Traction Co.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized, and issued, $150,000; dated July, 1882; due 1902; denom. $1,000.

References.—Description of road, Vol. VI, May, '90, p. 256; Vol. VII, Souv., '91, p. 33.

Date of information, May. 1897. b z

The Second Avenue Traction Co.—Chartered Nov. 14, 1894, for 999 years. Annual meeting third Tuesday in July. This is a successor to "Second Avenue Traction Co.," which was originally the lessee of the Second Avenue Passenger Ry. Co. The entire capital stock of Second Avenue Traction Co." is in the company's treasury, together with the following securities of other corporations forming the present system:

The entire capital stock of the Second Avenue Passenger Ry. Co.

The entire capital stock of the Glenwood & Dravosburg Street Ry. Co.

The entire capital stock of the McKeesport & Reynoldtown Passenger Ry. Co.

All ($200,000) of the capital stock of the Glenwood Highway Bridge Co.

All ($20,000) of the Pittsburgh, Glenwood & Homestead Passenger Street Ry. Co.

$149,000 (out of $200,000) of the first mortgage bonds of the McKeesport & Reynoldton Passenger Ry. Co.

The company operates under 999 year leases the following properties:

(1) The Second Avenue Passenger Ry. Co. In 1894, the Braddock & Turtle Creek Electric Street Ry. Co., the Hazlewood, Homestead & Braddock Passenger Ry. Co., and the Greenfield Avenue Passenger Ry. Co.—all operating lines north of the Monongahela River—were consolidated with this company.

(2) Glenwood & Dravosburg Passenger Ry. Co. In 1894, the Dravosburg Passenger Ry. Co. and the Pittsburgh & Homestead Passenger Ry. Co.—both operating lines south of the Monongahela River—were consolidated with this company.

(3) McKeesport & Reynoldton Passenger Ry. Co. This property was leased to the Glenwood & Dravosburg Passenger Ry. Co. which has assigned the lease to The Second Avenue Traction Co. On July 1, 1895, the Second Avenue Traction Co. purchased the entire capital stock of the McKeesport & Reynoldtown Passenger Ry. Co.

(4) The North Side Traction Co., which leases the Federal Street & Pleasant Valley Street Ry. (which also see).

The company's lines run through several of the principal streets of Pittsburgh and out through Second Avenue to the valley of the Monongahela River, connecting the towns of Rankin (1,800), Braddock (12,000), Brinton (1,000), Turtle Creek (700), McKeesport (30,000), Homestead (16,000), Greenfield (1,000), Hazlewood (4,000), North Homestead (500), Hope Church (500), Reynoldton (2,400), Franks-town (2,000), Glenwood (2,500), Dravosburg (2,600), Glassport (500).

Capital Stock.—Common stock, authorized and issued, $4,000,000; par value, $50 per share.

5 p. c. non-cumulative preferred stock, authorized and issued, $1,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,000,000, in escrow (see Note), $500,000; coupon, but may be registered; dated Dec. 1, 1894, due 1934; denom. $1,000; int. payable June and Dec., at agency in New York City; trustee of mortgage, Maryland Trust Co., of Baltimore, Md.

Second Avenue Traction Co.'s first mortgage 5 p. c. bonds, authorized, $500,000, issued, $300,000, in escrow (see Note), $200,000; dated July 1, 1893, due 1933; int. payable Jan. and July,

Second Avenue Passenger Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated July, 1889, due 1909; denom. $1,000; int. payable Jan. and July.

Braddock & Turtle Creek Electric Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $50,000; dated Apr. 1, 1891, due 1911; int. payable Apr. and Oct.

Note.—$500,000 of the first mortgage bonds are held in escrow to retire the three prior liens described above.

$200,000 of "Second Avenue Traction Co.'s" bonds are held in escrow to retire the above described bonds of the Second Avenue Passenger Ry. Co., and the Braddock & Turtle Creek Electric Street Ry. Co. This bond issue is secured by a mortgage on all of the assets of the "Second Avenue Traction Co.," including its original holdings of the Second Avenue Passenger Ry. Co.'s stock, and its interest in the various leases.

Operation.—Operating report of the Second Avenue Passenger Ry. Co., in 1892–3, and of the Second Avenue Traction Co. (not including the reports of the leased lines), in 1894, 1895 and 1896.

	Year ending June 30, 1892.	Year ending June 30, 1893.	Year ending June 30, 1894.	13 mos. ending Dec. 31, 1895.	Year ending June 30, 1896.
Rects. from pass...	$92,908	$111,380	$172,667	$383,901	$467,744
" other sources.	580	424	1,884	3,996	7,970
" total.....	93,488	111,804	174,552	387,897	475,714
Operating exp....	63,582	71,686	105,252	201,239	239,617
E'rn'gs from op'n..	29,906	40,118	69,300	186,658	236,097
Per cent. op. exp. to total receipts.	68	64	60.3	51.8	50.4

Please note date of information at end of each report.

Balance Sheet.—Dated	June 30, 1895.	Jan. 1, 1896.	June 30, 1896.
ASSETS.			
Stocks and bonds	$6,951,000	$7,240,000	$7,336,685
Construction and equipment	32,344	139,618	359,031
Accounts	602	11,536	28,239
Cash	1,489		5,313
Real estate and buildings		32 533	
Material and supplies			4,166
Total	$6,985,435	$7,423,687	$7,733,434
LIABILITIES.			
Capital stock	$5,000,000	$5,000,000	$5,000,000
Funded debt	1,951,000	2,240,000	2,470,000
Unfunded debt		77,498	153,330
Badge account		134	
Accounts payable			25,135
Profit and loss (surplus)	34,435	106,055	84,970
Total	$6,985,435	$7,423,687	$7,733,434

Plant and Equipment.—Miles of track (electric), 62.68; gauge, 5 ft. 2½ in.; 56 lb. 60 lb. and 90 lb. rail; 6 horses; 108 cars, of which 94 are motor cars and 14 trail cars; 2,000 H. P. Russell engines, also 2 2,000 H. P. Green engines, 2,000 H. P. dynamos; West. dynamos and motors, Stephenson, Jackson & Sbarpe and Laclede cars, McGuire and "Lord Baltimore" trucks.

Officers.—Pres. James D. Callery, V. Pres. Henry J. Bowdoin, Sec. J. H. Callahan, Treas. John W. Taylor, Gen. Man. Wm. J. Burns, Asst. to Pres. J. M. Tate, Jr., Supt. Ch. Engr. & Elecn. John Murphy.

Directors.—J. D. Callery, H. J. Bowdoin W. H. Keech, Alexander Brown, W. J. Burns, Patrick Calhoun, J. C. Reilly.

Reference.—Description of road (brief), Vol. XI, Aug., '95. p. 503 (Ill.); wheel grinding machine, Vol. XII, Aug., '96, p. 477 (ill.).

Date of information, May, 1897. b z

South Side Passenger Railway Co.—Chartered June, 1874. Annual meeting first Monday in May. This road is operated by the Pittsburgh & Birmingham Traction Co.

Capital Stock, authorized, $65,000, issued and paid in, $40,550; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c., bonds, $19,000; due 1896-1901; int. payable Apr. and Oct.

Balance Sheet.—Dated June 30, 1896. (Same for 1895).

Assets.		Liabilities.	
Construction and equipment	$81,851	Capital stock	$40,550
Real estate	15,000	Funded debt	19,000
		Profit and loss (surplus)	37,301
Total	$96,851	Total	$96,851

Officers.—Pres. H. Moore, Sec. & Treas. A. S. Petrie, Gen. F. McCoy.

General Office, Pittsburgh, Pa.

Date of information, May, 1897. b z

Suburban Rapid Transit Street Railway Co.—Chartered Sept. 28, 1886.

Capital Stock, authorized $300,000, issued $200,200.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $200,000, issued, $190,000.

Operation.—Year ending June 30, 1896.

Gross receipts	$37,355
Operating expenses	36,856
Earnings from operation	499

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$218,117	Capital stock	$122,000
" equipment	96,471	Funded debt	193,000
Cash	1,645	Accrued interest	2,895
Material and supplies	6,745	Loans	15,000
Sundries	546	Accounts payable	1,008
Profit and loss (deficit)	10,669	Sundries	290
Total	$334,194	Total	$334,194

Plant and Equipment.—Miles of track (electric), 8; gauge, 5 ft. 2½ in.; 70 lb. girder rail; 15 motor cars; 4 engines, 4 dynamos; Fisher, Green and Porter engines, Walker and West. dynamos and motors, Stephenson and L. & F. cars.

Officers.—Pres. & Gen. Man. Thos. A. Noble, Sec. C. E. Succop, Treas. R. P. Cunningham, Supt. & Elecn. J. F. Saitz, Ch. Engr. of Power Station M. McGlachen.

Directors.—Thos. A. Noble, Edw. F. Hays, Chas. E. Succop, Robt. C. Cunningham, Wm. T. Cowan.

General Office, Mt. Oliver, Pa.

Reference.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.).

Date of information, May, 1897. z

Tarentum Traction Co.—Chartered May 20, 1890. Annual meeting second Tuesday in Jan.

Capital Stock, authorized, $100,000, issued, $50,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Oct. 1, 1895, due 1925; denom. $1,000; int. payable Apr. and Oct., at office of Fidelity Title & Trust Co., of Pittsburgh, Pa., trustee of mortgage.

Operation.—Year ending June 30,

	1895.	1896.
Receipts from passengers	$ 14,725	$19,587
" other sources	285	273
" total	15,010	19,860
Operating expenses	11,411	15,962
Earnings from operation	3,599	3,898

Balance Sheet.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction and equipment	$106,427	$140,224
Franchises and right of way	4,875	
Stock	150	422
Cash	517	12,625
Other liabilities	5,205	1,761
Total	$117,174	$155,031
LIABILITIES.		
Capital stock	$ 50,000	$ 50,000
Funded debt		100,000
Bills payable	53,830	1,519
Cash advanced by stockholders	4,376	
Accrued interest		1,500
Unpaid book accts	8,281	1,084
Profit and loss (surplus)	687	928
Total	$117,174	$155,031

Plant and Equipment.—Miles of track (electric). 4.50; gauge, 5 ft. 2½ in.; 68 lb. girder rail; 6 motor cars; West. dynamos and motors.

Officers.—Pres. C. G. Hussey, Sec. & Supt. J. B. Crawford, Treas. F. R. Dravo.

Directors.—B. F. Rafferty, C. G. Hussey, O. P. Curran, Jr., Julian Kennedy, J. B. Crawford, F. R. Dravo, J. B. Ford.

Date of information, Nov., 1896. b

United Traction Co.—Chartered in 1896, for the purpose of effecting a consolidation of the following companies, together with all their leased and constituent properties; the North Side Traction Co., (leases the Federal Street & Pleasant Valley Passenger Ry. Co.), the Pittsburgh, Allegheny & Manchester Traction Co., (leases the Union Passenger Ry. Co.,) and the Second Avenue Traction Co. (includes the McKeesport & Reynoldton Passenger Ry. Co., and the Pittsburgh, Glenwood & Homestead Passenger Street Ry. Co.).

Date of information, May, 1897. z

PITTSFIELD, MASS.

Population in 1880, 13,364, in 1890, 17,281.

Pittsfield Electric Street Railway Co.—Chartered Apr. 21, 1886.

CAPITAL STOCK, authorized, $80,000, issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, issued, $45,000; due 1911-1914.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$21,913	$23,767	$24,192	$26,728	$37,641
Operating expenses	18,743	19,646	16,162	15,962	22,624
Earnings from oper	3,170	4,121	8,030	10,766	15,017
Deduc. from earnings	665	914	1,717	1,771	2,059
Net income	2,506	3,207	6,313	8,994	12,958
Dividends paid				2,400	2,400
To surplus account				6,594	10,558
Total surplus account	4,952	8,159	14,698	17,292	16,200

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 1,745	$ 4,364
Transportation expenses	11,675	14,715
Maintenance of way and buildings	701	823
" " equipment	1,840	2,722
Total	$15,962	$22,624

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	522,014	751,041
Car miles run	95,307	130,106
Gross receipts per car mile	$.280	$.289
Operating expenses per car mile	.168	.174

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$49,211	$55,767	$ 96,149
" equipment	16,921	14,627	13,477
Other permanent investments	2,664	2,664	1,664
Cash and current assets	5.902	7,234	9,910
Total	$74,698	$80,292	$121,200
LIABILITIES.			
Capital stock	$40,000	$40,000	$ 60,000
Funded debt		23,000	45,000
Floating debt	20,000		
Profit and loss (surplus)	14,698	17,292	16,200
Total	$74,698	$80,292	$121,200

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 56 lb. 72 lb. and 90 lb. girder and T rail; 3 horses; 20 cars, of which 14 are motor cars and 6 trail cars; West. dynamos and motors, Brill, Jones and Stephenson cars.

OFFICERS.—Pres. Jos. Tucker, Sec. J. M. Stevenson, Treas. C. E. Merrill, Gen. Man. P. C. Dolan.

DIRECTORS.—Joseph Tucker, J. L. Bacon, James W. Hull, Alex. Kennedy, P. C. Dolan, J. M. Stevenson, C. E. Merrill, of Pittsfield, Mass.

GENERAL OFFICE, Seymour & Wahconah Sts.

REFERENCE.—Increase of bonds, Vol. IX, July, '93, p. 490.

Date of information, Feb., 1897. b d

PLAINFIELD, N. J.

Population in 1880, 8,125, in 1890, 11,267.

Plainfield Street Railway Co.

CAPITAL STOCK, $50,000.

FUNDED DEBT, $37,000.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Total receipts	$19,581	$22,287	$24,038	$39,797

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 62 lb. and 72 lb. girder rail; 11 motor cars; West. engines, West. and Gen. Elec. dynamos and motors, Brill and B. & N. Y. cars.

OFFICERS.—Pres. Thos. Nevins, V. Pres. J. T. Fritts, Sec. & Treas. Adrian Riker, Gen. Man. Supt. & Elecn. J. H. Adelmann.

DIRECTORS.—Thos. Nevins, J. T. Fritts Chandler W. Riker, Courtland Riker, Adrian Riker, Thos. Nevins, Jr., J. B. Brown.

GENERAL OFFICE, 909-911 West 14th St.

Date of information, May, 1897. a z y

PLATTSBURGH, N. Y.

Population in 1880, 5,245, in 1890, 7,010, in 1897 (local estimates), $10,000; total population served by the street railway lines, 12,000.

Plattsburgh Traction Co.—Chartered May 27, 1896, for 50 years. Municipal franchise granted June 15, 1896, for 50 years. Operation was commenced in July, 1896.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $100,000, issued, $80,000, in treasury, $20,000; dated July 1, 1896, due 1926; denom. $500; int. payable Jan. and July, at office of Continental Trust Co., of New York, trustee of mortgage.

OPERATION.—6 months ending Dec. 31, 1896.

Gross receipts	$12,067
Operating expenses	5,531
Earnings from operation	6,536
Deductions from earnings.	
Interest	2,400
Net income	4,136

BALANCE SHEET.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip	$151,000	Capital stock	$100,000
Other permanent investments	29,000	Funded debt	100,000
Cash	6,231	Accrued interest	2,100
Treasury bonds	20,000	Bills and accounts payable	505
Materials and supplies	510	Profit and loss (surplus).	4,136
Total	$206,741	Total	$206,741

PLANT AND EQUIPMENT.—Miles of track (electric) 6.5; gauge, 4 ft. 8½ in; 50 lb. T rail; 8 motor cars; West. dynamos and motors; rent power.

OFFICERS.—Pres. H. M. Pierson, V. Pres. Gen. Man. & Ch. Engr. Geo. M. Cole, Sec. W. L. Pattison, Treas. D. F. Dobie.

DIRECTORS.—H. M. Pierson, H. G. Runkle, S. M. Weed, M. B. Snevilly, H. E. Barnard, D. F. Dobie, W. L. Pattison, Geo. S. Weed. Geo. M. Cole.

GENERAL OFFICE.—Plattsburgh, N. Y.

Date of information, May, 1897. a z

PLYMOUTH, MASS.

Population of Plymouth and Kingston in 1880, 8,617, in 1890, 8,973.

Plymouth & Kingston Street Railway Co.—Chartered Feb. 1889. Annual meeting second Wednesday in Oct.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $35,000; dated Jan. 1, 1890, due 1910; denom. $100 to $1,000; int. payable Jan. and July, at office of International Trust Co. of Boston, trustee of mortgage.

Debenture 6 p. c. coupon bonds, authorized, $50,000, issued, $4,000; dated 1894, due 1899; denom. $1,000; int. payable Jan. and July, at office of Boston Safe Deposit & Trust Co., of Boston, trustee of mortgage.

6 p. c. real estate mortgage, $7,000; payable on demand.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from passengers	$25,088	$28,632	$30,036	$29,721	$32,668
" other sources	3,623	3,355	4,111	3,295	2,269
" total	28,711	31,987	34,147	33,016	34,937
Operating expenses	19,365	19.161	22,008	22,396	23,548
Earnings from operation.	9,346	12,826	12,139	10,620	11,389
Deductions from earnings.					
Interest	3,389	2,607	4,160	4,598	3,478
Taxes	495	837	1,360	1,113	1,119
Net income	5,462	9,382	6,619	4,909	6,791
Dividends paid	2,100	4,900	4,200	6,600	6,000
To surplus account	3,362	4,482	2,419	*1,691	791
Total surplus account	*3,809	672	3,091	1,400	2,191
Per cent. dividends paid	6	7	6	9	6
Stock receiving dividends	35,000	70,000	70,000	70,000	100,000

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 4,820	$ 2,885
Transportation expenses	13.958	15.515
Maintenance of way and buildings	1,492	2,471
" " equipment	2,125	2,676
Total	$22,396	$23,548

STATISTICS OF TRAFFIC.

Year ending Sept, 30,	1895.	1896.
Passengers carried	594,413	655,556
Car miles run	150,018	177,876
Total receipts per car mile	$.220	$.196
Operating expenses per car mile	.149	.132

DIVIDENDS, in 1892-93, 7 p. c.; in 1893-94, 6 p. c.; in 1895, 9 p. c.; in 1896, 6 p. c.

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$107,961	$101,666	$101,666
" equipment	20,139	22,783	22,999
Other permanent investments			39,665
Cash assets	5,513	1,710	2,861
Other assets	30,428	40 341	1,000
Total	$164,041	$166,500	$168,191
LIABILITIES.			
Capital stock	$70,000	$100,000	$100,000
Funded debt	35,000	35,000	35,000
Notes payable, etc	48,950	19,100	20,000
Other liabilities	7,000	11,000	11,000
Profit and loss (surplus)	3,091	1,400	2,191
Total	$164,041	$166,500	$168,191

PLANT AND EQUIPMENT.—Miles of track (electric), 9; of road, 9; gauge 4 ft. 8½ in.; 35 lb. and 42 lb. T rail; 12 motor cars; Gen. Elec. dynamos and motors, Briggs and Newburyport cars.

OFFICERS.—Pres. A. L. Gordon, Sec. C. E. Barnes, Treas. H. W. Barnes, Supt. B. F. Sherburn.

DIRECTORS.—A. L. Gordon, A. R. Mitchell, I. A. Kelsey, Chas. E. Barnes, H. W. Barnes, J. W. Davis.

GENERAL OFFICE, Plymouth, Mass.

REFERENCE.—Increase of stock, Vol. IX, June, '93, p. 418.

Date of information, May, 1897. b z

Please note date of information at end of each report.

POINT PLEASANT, N. J.

Bay Head & Point Pleasant Street Railroad Co.—Chartered in 1895, as the successor to the South Jersey Street Ry. Co., whose property was sold under foreclosure of mortgage.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $100,000.

OPERATION. Year ending Dec. 31, 1896.

Gross receipts	$3,813
Operating expenses	3,000
Profit from operation	82

PLANT AND EQUIPMENT. Miles of track, 4; gauge, 4 ft. 8½ in.; 56 lb. and 65 lb. T and girder rail; 5 motor cars; Hall engines, West. dynamos and motors, L. & P. cars.

OFFICERS. Pres. I. N. Evans, V. Pres. J. A. Almirall, Sec. & Treas. W. C. Adams, Supt. T. P. Turner.

GENERAL OFFICE, Point Pleasant, N. J. President's office, 41 Dey St., New York City.

Date of information, Feb., 1897. b y

POMONA, CAL.

Population in 1890, 3,634.

Orange Grove Street Railroad Co. The City Trustees have declared the franchise of this company forfeited, and ordered the property to be sold in Apr., 1896.

CAPITAL STOCK, $25,000.

PLANT AND EQUIPMENT. Miles of track (horse), 4; gauge, 3 ft. 6 in., 16 lb. T rail; 8 horses, 3 horse cars.

OFFICERS. Pres. & Treas. H. H. Nesbit, Sec. C. E. Rice, Gen. Man. & Supt. R. C. Towner.

Date of information, Apr., 1896.

PORT ARTHUR, ONT.

Population in 1891, 2,698.

Town of Port Arthur Electric Railway & Light.—This road runs to Fort William and is owned and operated by Town of Port Arthur.

CAPITAL STOCK, $115,000.

PLANT AND EQUIPMENT. Miles of track (electric), 8; of road, 8; gauge, 4 ft. 8½ in.; 40 lb. and 50 lb. T rail; 4 cars, of which 3 are motor cars and 1 trail car; 150 H. P. Wheelock com. condensing engine, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

OFFICERS. Chairman of the Electric Railway and Light Commissioners & Pur. Agt. Geo. Hodder, Sec. & Treas. James McTeigue, Gen. Supt. Thos. H. McCauley.

REFERENCE. Description of road, Vol. XI, Souv., '95, p. 49 (ill.).

Date of information, Feb., 1897. a

PORT HURON, MICH.

Population in 1880, 8,883, in 1890, 13,511, in 1894, 18,140.

City Electric Railway Co. Chartered and municipal franchise granted in 1895, for 30 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT. First mortgage 6 p. c. gold bonds, authorized, $200,000, issued, $150,000, in treasury $50,000; dated Mar. 1, 1895, due 1915, but subject to call at 105 after Mar. 1, 1900; denom. $1,000; int. payable Mar. and Sept., at office of Hanover National Bank, of New York, trustee of mortgage, Union Trust Co., of Detroit.

NOTE. $50,000 of the bonds are reserved in the treasury and may be issued for additions and extensions at a rate not exceeding 80 p. c. of cost.

OPERATION. Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers	$	$41,854	$45,141	$47,440
" other sources		4,820	5,704	5,054
" total	44,758	46,702	49,845	52,500
Operating expenses	30,004	32,158	34,771	38,500
Earnings from operation	14,754	14,544	15,074	13,940
Deductions from earnings				
Taxes		800	900	900
Net income		13,744	14,174	13,040
Dividends paid (6 p. c.)		6,000	6,000	7,200
Surplus for year		7,744	8,174	5,840

PLANT AND EQUIPMENT. Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T rail; 10 cars, of which 6 are motor cars and 4 trail cars; 300 H. P. Wheelock com. condensing engine, Gen. Elec. dynamos and motors, Wason cars. Power station and car house on Water St.; 1 mile W. of Court House.

OFFICERS. Pres. Peter White, Sec. & Treas. Thos. W. [illegible], Supt. Thos. H. McCauley.

REFERENCE. Description of road, Vol. XI, Souv., '95, p. 49 (ill.).

Date of information, Feb., 1897. a

PORTLAND, CONN.

Population in 1880, 4,157, in 1890, 4,687.

Portland Street Railway Co.—Chartered in July, 1893.

CAPITAL STOCK, authorized, $100,000, issued, $60,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.75, gauge, 4 ft. 6 in.; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Chas. E. Graham, V. Pres. Oliver Gildersleeve, Sec. & Supt. E. W. Goss, Treas. A. E. Pond.

DIRECTORS.—Oliver Gildersleeve, Chas. E. Graham, A. E. Pond, Jas. J. Lawton, E. W. Goss.

Date of information, May, 1897. b z

PORTLAND, ME.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Portland is situated in Southwestern Maine, on Casco Bay. It is the seat of justice of Cumberland County.

Population.—The population in 1880 was 33,810, in 1890, 36,425, in 1895, 40,000.

Railroad and Steamship Connections.—The following lines enter the city: Boston & Maine R. R., Maine Central R. R., Grand Trunk Ry., and Portland & Rochester R. R. Steamboat lines operate to Boston and other American ports. In the winter two steamship lines operate to European ports.

Manufacturing and Commercial Interests.—A capital of about $7,000,000 is employed in the various manufacturing industries of the city, the principal productions being locomotives, railroad cars, railway iron, marine and other engines, ships, canned goods, and refined petroleum. Portland has a very large foreign and coasting trade, the exports and imports averaging $40,000,000 annually. About 6,300 hands are employed in the manufacturing industries, receiving in wages about $3,200,000, and the value of the product is about $11,371,487 per annum.

Banking Capital.—There are now (1897) 8 national banks with a combined capital and surplus of $4,740,941; 1 state bank with capital and surplus of $110,400; 1 trust company, with capital and surplus of $145,000, and 6 private banks. The total banking capital is $4,996,341.

Assessed Valuation.—The assessed valuation of real estate is (1896) $25,453,800, the property being assessed at about 80 per cent. of its real value. The assessed valuation of the personal property is $12,347,400. The total valuation of real and personal property is $37,801,200.

Municipal Debt.—The municipal debt of the city less sinking funds is (1897) $2,724,550.

Tax Rate.—The tax rate is (1896) $20.00 per $1,000.

STREET RAILWAY SYSTEM—Descriptive.

Portland is the chief commercial city of Maine. It has a magnificent harbor, open at all seasons of the year. The principal business districts are near the water front and along one main street running nearly the whole length of the city. The city stands on a peninsula something more than two miles long and less than a mile wide, a street plan favorable to traffic.

STREET RAILWAY SYSTEM—Present Companies.

Portland Railroad Co.—Chartered Mar. 19, 1863. This company operates the Ocean Street R. R. Co. Annual meeting third Wednesday in Aug.

Capital Stock, authorized, $500,000, issued, $300,000; par value, $100 per share.

Funded Debt – First mortgage 4½ p. c. gold coupon bonds, authorized and issued, $500,000; dated May 1, 1893, due 1913; denom. $1,000; int. payable May and Nov., at First National Bank of Portland; trustees of mortgage, Franklin R. Barrett and E. A. Noyes.

Operation.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$204,750	$190,035	$212,060	$247,566
" other sources	2,420	2,453	8,160	3,859
" total	207,215	202,008	220,220	251,425
Operating expenses	170,000	165,310	166,050	154,946
Earnings from operation	37,200	36,740	54,151	96,478
Deductions from earnings				
Interest	12,375	7,357	5,625	20,556
Taxes	3,334	4,303	4,544	4,450
Net income	21,512	24,752	43,214	41,235
Dividends paid (5 p. c.)	15,000	15,000	15,000	15,000
Surplus for year	6,512	9,752	28,214	26,235
Total surplus account	21,772	31,524	59,738	85,973

Please note date of information at end of each report.

STATISTICS OF OPERATION.

Year ending June 30,	1893.	1894.	1895.	1896.
Maint. of way and struct.....	$ 11,180	$ 16,675	$ 11,046	$ 31,173
Maint. of way and equip.....	28,301	22,075	25,466	26,627
Conducting transportation...	113,617	108,394	121,139	117,192
General expenses.....	16,908	18,175	8,388	9,953
Total.....	$170,006	$165,319	$166,039	$184,946

STATISTICS TRAFFIC.

Year ending June 30, 1896.	
Passengers carried.....	4,575,133
Car miles run.....	818,096
Total receipts per car mile.....	$.307
Operating expenses per car mile.....	.226

Balance Sheet.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$266,934	$323,249	$473,913
" equipment.....	177,538	184,012	246,692
Real estate.....	106,451	132,702	182,297
Cash assets.....	4,216	76,415	4,047
Material and supplies.....			4,948
Ocean Street R. R.....	1,225		
Total.....	$556,364	$716,378	$911,897
LIABILITIES.			
Capital stock.....	$300,000	$300,000	$300,000
Funded debt.....	180,000	330,000	500,000
Notes payable.....	13,000		
Other liabilities.....			96,854
Profit and loss (surplus).....	63,364	86,378	15,043
Total.....	$556,364	$716,378	$911,897

Plant and Equipment.—Miles of track (electric),25.57; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T, tram and girder rail; 103 cars, of which 61 are motor cars and 42 trail cars; 1,250 H. P. power plant; Allis engines, Gen. Elec. dynamos and motors, Brill and Wason cars, Brill, Bemis, and Peckham trucks.

Officers.—Pres. W. R. Wood, Sec. Treas. & Gen. Man. E. A. Newman, Ch. Engr. Wm. E. Knowlton, Elecn. John R. Blockhall.

Directors.—Wm. R. Wood. Chas. F. Libby, Wm. G. Davis, Wm. A. Wheeler, Payson Tucker, J. S. Ricker, A. Whitney.

General Office, 471 Congress St., Portland, Me.

References.—Annual report, Vol. X, Feb., '93, p. 146; Vol. XI, Mar., '95, p. 178; description of road, Vol. XII, Mar., '96, p.149 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, May, 1897. a b z

Portland & Cape Elizabeth Railway Co.—This company commenced operations in Dec., 1895.

Capital Stock, authorized and issued, $450,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized. $400,000, issued, $300,000; dated Nov., 1895, due 1915; denom. $1,000; int. payable May and Nov. at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

Operation.—For period from Dec. 7, 1895, to June 30, 1896.

Gross receipts.....	$25,145
Operating expenses.....	14,650
Earnings from operation.....	10,495
Deduction from earnings.	
Interest.....	6,250
Net income.....	4,245

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 56 lb. and 90 lb. rail; 36 cars, of which 26 are motor cars and 10 trail cars; 800 H. P. station plant; American Wheelock engines, Gen. Elec. dynamos and motors, Jones cars, Bemis trucks.

Officers.—Pres. J. S. Winslow, V. Pres. T. S. Krutz, Sec. Treas. & Gen. Man. H. R. MacLeod, Supt. A. S. MacReadie, Ch. Engr. Fred. J. Ilsly, Elecn. F. T. Walton, Ch. Engr. of Power Station, John Wright.

Directors.—J. S. Winslow, T. S. Kurtz, H. R. McLeod, A. S. MacReadie, C. Hale.

General Office, 12 Monument Sq.

Date of information, May, 1897. b d z

NEW CORPORATION.

Portland & Yarmouth Electric Railway Co.—This company began construction work in Apr., 1897, on an electric railway from Portland along the coast line of Casco Bay to Yarmouth, a distance of 12 miles. The company contemplates establishing several pleasure resorts along the line of its route.

Officers.—Pres. T. Quincy Brown (Boston), Treas. W. G. Wheildon (Boston).

Reference.—Description of road, Vol. XIII, Feb. '97, p. 92 (ill.).

Date of information, May, 1897. z

PORTLAND, ORE.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Portland, the capital of Multnomah County, is situated in northern Oregon, on the Willamette River, twelve miles from its junction with the Columbia River.

Population.—The population in 1880 was 17,577, and in 1890, 46,385, an increase of 164 per cent; in 1895, 81,384.

Railroad and Steamship Connections.—The Northern Pacific R. R., Southern Pacific R. R., and Union Pacific R. R. enter the city, and regular steamship lines operate between this port and San Francisco, Olympia, and various places on Puget Sound and the Columbia River.

Manufacturing and Commercial Interests.—A capital of about $16,800,000 is employed in the various manufacturing industries of the city, the principal productions being lumber, slaughtering and meat packing, furniture, bridges, awnings, tents and sails, malt liquors, clothing and confectionery. Portland does a large export trade in grain and lumber, and is the most important receiving and distributing point of the Pacific Northwest. About 9,200 hands are employed in these industries, receiving in wages about $7,200,000 per annum, and the value of the manufactured product is about $24,400,000 per annum.

Banking Capital.—There are now (1897) 7 national banks with a combined capital and surplus of $2,084,706; 3 state banks, with capital and surplus of $1,401,000; 2 trust companies, with capital and surplus of $346,500, and 2 private banks. The total banking capital is $3,832,306.

Assessed Valuation.—The total assessed valuation of real and personal property is (1896) $46,475,917. The property is assessed at about 45 per cent. of its actual valuation.

Municipal Debt.—The municipal debt of the city is (1897) $4,022 970.

Tax Rate.—The tax rate is (1897) $25.00 per $1,000, including state, county and city tax; city rate $8.00 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Portland Railway Co.—This is the successor to the Portland Consolidated Street Ry. Co., which was sold under foreclosure of of mortgage in Jan., 1896, to parties representing the second mortgage bondholders. The former company was a consolidation of the Multnomah Street Ry. Co., the Metropolitan Ry. Co., the Portland & Vancouver Ry. Co. and the Vancouver St. Ry. Co. The company also owns a ferry system across the Columbia River, with one acre of land on each side of the river for wharfage privileges.

Capital Stock.—Common stock, $700,000.
5 p. c. preferred stock, $100,000.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued (see Note); coupon, but may be registered; dated Feb. 1, 1896, due Jan. 1, 1916, but redeemable at par and accrued interest in 1906 and thereafter; denom. $250, $500 and $1,000; int. payable Jan. and July, at office of the Mercantile Trust Co., of New York.

Multnomah Street Ry. Co.'s first mortgage 6 p. c. gold bonds, $148,000; dated June 1, 1890, due 1910; int. payable une and Dec.

Portland & Vancouver Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated 1889.

Note.—Of the first consolidated mortgage bonds, $552,000 are issued on account of the constructed and existing plant and equipment; $248,000 are held in escrow to retire the bonds of the Multnomah Street Ry. Co. and the Portland & Vancouver Ry. Co., and the remainder are to be issued only for new track equipped with improved motor power at a rate not exceeding $20,000 per mile.

Of the first consolidated mortgage bonds $2,457,000 are of $1,000 denomination and are called "Series A"; 30,000 are of $500 denomination, and are called "Series B"; and $13,000 are of $250 denomination and are called "Series C."

The property and franchises formerly acquired by the Portland Consolidated Street Ry. Co. from the Metropolitan Ry. Co., are not covered by the first consolidated mortgage bonds.

Franchises.—The charters and franchises give the company the right to build and operate railroads in Portland and vicinity, to carry freight and passengers and to condemn property in the counties surrounding Portland.

Operation.—The latest reports received are for the years ending

Dec. 31,	1893.	1894.	1895.
Receipts from passengers.....	$248,328	$170,748	$
" other sources.....	104	229	
" total.....	248,432	170,977	167,822
Operating expenses.....	163,380	129,289	129,022
Earnings from operation.....	85,053	41,688	38,800
Deductions from earnings.			
Interest on bonds.....	28,590		
Taxes.....	4,238		
Net income.....	52,225		
P. c. op. exp. to total rec.....	65.8	75.6	76.8

Please note date of information at end of each report.

Balance Sheet.—Dated Dec. 31, 1895.

Assets.		Liabilities.	
Cost of road and equip	$1,448,224	Capital stock	$ 800,000
Cash	4,307	Funded debt	800,000
Other assets	186,469	Other indebtedness	39,000
Total	$1,639,000	Total	$1,639,000

Note.—No balance sheet for 1896 has been received.

Plant and Equipment.—Miles of track (electric), 32; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 40 lb. T rail; 3 horses, 79 cars, of which 74 are motor cars and 5 trail cars; Beck and Ball engines, West. and Gen. Elec. dynamos and motors, Brill, Pullman and Hand cars.

Officers.—Pres. O. F. Paxton, V. Pres. J. V. Beach, Sec. & Treas. J. F. Batchelder, Audr. H. Roe, Supt. J. E. Thielsen.

General Office, First and Washington Sts.

Reference.—Description of road, Vol. IX, May, '93, p. 301 (ill.).

Date of information, May, 1896.

City & Suburban Railway Co.—Chartered June, 1891. This is a consolidation (1891), of the Transcontinental St. Ry. Co. and the Willamette Bridge Ry. Co.

Capital Stock, authorized, $1,000,000, issued, $753,300; par value, $100 per share.

Funded Debt.—Willamette Bridge Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Sept., 1, 1889, due 1919; denom. $100; int. payable Mar. and Sept., at office of American Loan & Trust Co. of Boston, trustee of mortgage.

Woodstock & Waverly Electric Ry. Co.'s first mortgage 6 p. c. gold bonds, $110,000; dated Apr. 1, 1891, due 1921; int. payable Apr. and Oct.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $640,000, in escrow (see Note), $210,000, in treasury, $150,000; dated Sept. 1, 1891, due 1916; int. payable Mar. and Sept., at office of Security Savings & Trust Co., of Portland, trustee of mortgage.

Note.—$210,000 of the consolidated mortgage bonds are held in escrow to retire the two prior liens described.

The Woodstock & Waverly Electric Ry. Co.'s bonds are subject to call at 104 and interest.

Plant and Equipment.—Miles of track, 49.5; operated by electricity, 41, by steam, 8; gauge, 3 ft. 6 in.; 30 lb. and 40 lb. T and girder rail; 63 cars, of which 51 are motor cars, and 12 trail cars; 7 steam motors; Baldwin engines, Gen. Elec. dynamos and motors, Pullman cars.

Officers.—Pres. H. Failing, V. Pres. T. Woodward, Sec. & Treas. C. F. Swigert, Gen. Man. & Supt. H. C. Campbell.

Reference.—Description of road, Vol. IX, May, '93, p. 299 (ill.).

Date of information, Dec., 1896. d

East Side Railway Co.—Chartered in July, 1892, and controls the Mt. Tabor R. R. Co. The company went into receiver's hands before maturity of the first coupon on its bonds.

Capital Stock, authorized, $250,000, issued, $162,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated Mar. 1, 1893, due 1923; int. payable Mar. and Sept.; trustee of mortgage, Security Savings & Trust Co., of Portland.

Plant and Equipment.—Miles of track, 22; operated by electricity, 18; by steam, 4; gauge, 4 ft. 8½ in.; 30 lb. and 40 lb. T rail; 22 cars, of which 15 are motor cars and 7 trail cars; 2 steam motors; Baldwin engines, Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. G. A. Steel, V. Pres. & Treas. J. Steel, Sec. J. B. Cleland.

General Office, 134 First St., Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 304 (ill.).

Date of information, May, 1897. d z

Portland Traction Co.—Chartered 1894, as a successor to the Portland Cable Co.

Capital Stock, $400,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track 7.5; operated by electricity, 5, by cable, 2.5; gauge, 3 ft. 6 in.; 38 lb. girder rail; 24 cars, of which 7 are motor cars, 16 are grip cars and 1 trail car; Hamilton engines, Stockton cars.

Officers.—Pres. S. P. Smith (San Francisco), Sec. Frank L. Brown (San Francisco), Gen. Man. F. I. Fuller.

General Office, Chapman & Mill Sts,

Reference.—Description of road, Vol. IX, May, '93, p. 302 (ill.).

Date of information, May, 1897. z

City & West Portland Park Motor Co.—Chartered Apr. 4, 1889.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c., $100,000.

Plant and Equipment.—Miles of track, 6.5; operated by steam, 5.5, by electricity, 1; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T rail; 17 cars, 2 steam motors; Gen. Elec. dynamos and motors.

Officers.—Pres. E. T. Johnson, V. Pres. Treas. Gen. Man. & Pur. Agt. T. A. Wood, Sec. W. H. Wood.

General Office, Room 24, A. O. U. W. Temple.

Reference.—Description of road, Vol. IX, May, '93, p. 305 (ill.).

Date of information, May, 1897. z

Barnes Heights & Cornell Mountain Railway Co.

Capital Stock, $30,000.

Funded Debt.—Unknown.

Plant and Equipment.—Miles of track (electric), 2.6; gauge, 3 ft. 6 in.; 40 lb. T rail; 3 motor cars; Gen. Elec. dynamos and motors, Brill cars.

Reference.—Description of road (brief), Vol. IX, May, '93, p. 306.

Date of information, Jan., 1895.

PORTSMOUTH, O.

Population in 1880, 11,321, in 1890, 12,387, in 1894 (local estimates), 17,000, in 1895 (local estimate), 20,000.

Portsmouth Street Railroad & Light Co.—Chartered July, 1893, for 25 years, from Sept. 21, 1892, to operate an electric street railway and furnish electric light, heat and power in Scioto County.

CAPITAL STOCK, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $83,000; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York; trustee of mortgage, Chas. L. Fairchild, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 5, of road, 5; gauge, 4 ft. 8½ in.; 45 lb. and 48 lb. girder and T rail; 14 cars, of which 6 are motor cars and 8 trail cars; Ball & Wood and Buckeye engines, West. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. Floyd L. Smith, V. Pres. H. S. Grimes, Sec. Treas. & Gen. Man. S. B. Timmonds, Supt. & Elecn. S. P. Baird.

DIRECTORS.—Floyd L. Smith, Levi D. York, S. P. Baird, H. S. Grimes, S. B. Timmonds.

Date of information, May, 1896.

PORTSMOUTH, VA.

Population in 1880, 11,390, in 1890, 12,268, in 1895, 20,000.

Portsmouth Street Railway Co.—Chartered in 1887, in perpetuity. A committee has been appointed by this company to make necessary arrangements for equipping the road with electricity.

CAPITAL STOCK, authorized, $200,000, issued, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; due Jan., 1926; trustee of mortgage, Union Trust Co., of Philadelphia, Pa.

FRANCHISES.—Municipal franchises expire in Dec., 1918.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 8½ in.; 30 lb. and 57 lb. side bearing rail; 50 horses, 18 horse cars.

OFFICERS.—Pres. J. G. Siegfried, V. Pres. H. L. Maynard, Sec. J. F. Finney, Treas. Martin Lane, Geo. W. R. McDonald.

DIRECTORS.—Wm. Whitmer, of Philadelphia, Pa.; W. C. Wilson, J. W. Beecher, Daniel Decheet, of Pottsville, Pa.; Franklin Himil, berger, of Myerstown, Pa.; John L. Watson, of Portsmouth, Va.; A. J. Phillips.

REFERENCE.—Annual report, Vol. X, Feb., '94, p. 146.

Date of information, Nov., 1896.

POTTSTOWN, PA.

Population in 1880, 5,305, in 1890, 13,285.

Pottstown Passenger Railway Co.—Chartered July 3, 1890. Commenced operation June 15, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $62,000.

FUNDED DEBT, authorized, $60,000, issued, $39,500.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Receipts from passengers	$21,279	$18,475	$
" other sources	1,022	1,355	
" total	22,301	19,830	22,291
Operating expenses	16,129	16,637	25,183
Earnings from operation	6,172	3,193	*2,892
Deductions from earnings.			
Interest	3,032		
Taxes	707		
Net income	2,433		
Per cent. op. exp. to total receipts	72.3	83.9	

*Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30, 1894.	1895.	1896.
ASSETS.		
Cost of road	$ 56,212	$ 57,915	$125,596
" equipment	27,232	29,259	29,594
Real estate	48,344	58,641	
Cash assets	140		
Other assets	4,878	5,872	368
Profit and loss (deficit)		5,505	8,918
Total	$136,806	$157,191	$164,477
LIABILITIES.			
Capital stock	$ 60,000	$ 60,000	$ 62,000
Funded debt	4,500	19,000	39,500
Floating debt	60,992	72,700	57,300
Bills payable	9,743	4,915	3,994
Other liabilities		576	1,683
Profit and loss (surplus)	1,571		
Total	$136,806	$157,191	$164,477

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 48 lb. and 66 lb. T and girder rail; 14 cars, of which 10 are motor cars and 4 trail cars; Ball engines, West. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Geo. N. Malsberger, Sec. & Treas. C. Fegely, Supt. & Pur. Agt. L. P. Muthart, Elecn. Clayton Fink.

DIRECTORS.—Geo. N. Malsberger, C. Fegely, J. A. Healy, J. C. Sotter, Wm. S. Ellis.

REFERENCE.—Description of park (brief.), Vol. XII, July, '96, p. 40.

Date of information, Nov., 1896. b

Ringing Rocks Electric Railway Co.—Chartered Sept. 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT, authorized and issued, $54,000.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers	$ 8,618	$10,360
" other sources	1,388	2,354
" total	10,006	12,714
Operating expenses	11,263	6,208
Earnings from operation	*$1,257	$6,506

*Deficit.

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road	$ 31,017	$ 74,646
" equipment	39,926	36,613
Real estate and buildings	31,924	
Material on hand	1,000	2,747
Cash		779
Total	$103,867	$114,785
LIABILITIES.		
Capital stock	$ 50,000	$ 50,000
Funded debt		54,000
Unfunded debt	47,500	
Other liabilities	5,000	4,000
Interest		1,292
Profit and loss (surplus)	1,367	5,493
Total	$103,867	$114,785

PLANT AND EQUIPMENT.—Miles of track (electric), 4.1; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T and girder rail; 10 cars, of which 5 are motor cars and 5 trail cars; Green engines, Siemens & Halske dynamos, Baxter motors, St. Louis cars.

OFFICERS.—Pres. M. R. Davidheiser, V. Pres. Theo. B. Miller, Sec. & Gen. Man. F. S. Brant, Treas. A. K. Shaner, Supt. & Elecn. E. H. Beacham.

DIRECTORS.—F. S. Brant, W. H. Saylor, H. G. Rahn, M. R. Davidheiser, G. C. Hollenbach, A. K. Shaner, A. Hartenstine, Theo. B. Miller, R. E. Shaner.

GENERAL OFFICE, 156 High St.

Date of information, May, 1897. b d z

NEW CORPORATION.

The Pottstown & West Chester Electric Railway Co.—Chartered to build an electric railway from Pottstown to West Chester, a distance of 22 miles. Construction work was begun in Mar., 1897.

CAPITAL STOCK, $500,000.

OFFICER.—Treas. & Gen. Man. Arthur G. Ash (9 Security Bldg., Pottstown).

DIRECTORS.—J. P. Robinson, of Philadelphia, Pa.; A. C. Ash, of Trappe, Pa.; H. P. Clay, of Pottstown, Pa.; H. H. Robinson, of Collegeville, Pa.; F. D. Ash, of Spring City. Pa.

Date of information, Mar., 1897.

POTTSVILLE, PA.

Population in 1880, 13,253, in 1890, 14,117, in 1895 (estimated), 22,000.

Schuylkill Electric Railway Co.—Chartered Oct. 5, 1889, for 99 years. Annual meeting second Monday in Jan. This company operates a line which, with extensions now building, will eventually connect the local system in Pottsville with Minersville, Schuylkill Haven, Cressona, Heckscherville, Forrestville, Yorkville, Palo Alto, Port Carbon, St. Clair and Tumbling Run—all mining and manufacturing settlements—and will serve a population of about 55,000.

CAPITAL STOCK, authorized and issued, $650,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Feb. 1, 1895, due 1925; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

Pottsville & Reading Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $100,000, none yet issued; dated Feb. 1, 1895, due 1925; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—The mortgage deed provides that after Feb. 1, 1900, $5,000 per annum shall be passed to a sinking fund for the retirement of bonds.

The Pottsville & Reading Ry. Co.'s bonds may be issued and sold when the road is bullt.

LEASED ROADS.—The company operates the property of the Pottsville & Reading Ry. Co., under a 99 year lease, the property of the People's Ry. Co., under a 35 year lease, and the Tamaqua & Pottsville Electric R. R. under a long time lease.

FRANCHISES.—The company's franchises are perpetual.

OPERATION.—Year ending Nov. 30, 1896,	
Receipts from passengers	$93,484
" other sources	2,700
" total	96,185
Operating expenses	*65,272
Earnings from operation	30,913

OPERATING EXPENSES.

Year ending Nov. 30, 1896.	
Transportation expenses	$30,614
Maintenance of way and buildings	8,164
" " equipment	11,408
General expenses	15,086
Total	$65,272

*Including $7,119 regarded as "extraordinary expenditures."

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road and equipment	$1,242,224	$1,150,743
Bills payable	492	
Real estate	8,000	
Cash	1,242	48
Supplies	2,797	2,309
Other assets	107	35
Profit and loss (deficit)	22,208	17,996
Total	$1,277,069	$1,171,130
LIABILITIES.		
Capital stock	$ 650,000	$ 650,000
Funded debt	500,000	500,000
Mortgages	8,000	
Biils payable	32,383	
Accrued interest	4,542	15,000
Accounts payable	81,844	6,130
Other liabilities	300	
Total	$1,277,069	$1,171,130

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 60 lb. and 76 lb. T and girder rail; 50 cars, of which 30 are motor cars and 20 trail cars; 1,500 H. P. engines, 1.500 H. P. dynamos, Frick engines, Walker dynamos, Gen. Elec. and Walker motors, Brill and Jackson & Sharp cars, Brill and Taylor trucks.

OFFICERS.—Pres. R. H. Koch, V. Pres. F. H. Treat, Sec. & Treas. Jesse Newlin, Gen. Man. L. S. Wright, Elecn. John Griffith.

GENERAL OFFICE, Pottsville, Pa.

REFERENCE.—Increase of bonds, Vol. XI, Mar., '95, p. 183.

Date of information, May, 1897. a b z

For map of road see page 220.

Pottsville & Reading Railway Co.—Chartered Aug. 23, 1894, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Schuylkill Electric Ry. Co. for 99 years.

CAPITAL STOCK, authorized and issued, $100,000, par value, $50 per share.

Please note date of information at end of each report.

POPULATION OF
SCHUYLKILL CO.
Census 1890, 154,163
Present Estimate, 200,000

PARK PLACE
SHENANDOAH
RAVENS RUN
YATESVILLE
MAHANOY CITY
EAST MAHANOY JUNC
TAMAQUA
NEWKIRK
REEVESDALE
NEW ENGLAND
GIRARDVILLE
MAHANOY PLANE
FRACKVILLE
TUSCARORA
ASHLAND
FOUNTAIN SPRINGS
LOCUST DALE
WETHERILL JUNC
PATTERSON
ST CLAIR
MIDDLEPORT
HECKSCHERVILLE
COAL CASTLE
GLEN CARBON
WADESVILLE
NEW PHILADELPHIA
BARRY
THOMASTON
MT. LAFFEE
CUMBOLA
HECLA
MT. PLEASANT
PORT CARBON
FORRESTVILLE
MINERSVILLE
POTTSVILLE
PALO ALTO
TUMBLING RUN
McKEANSBURG
LLEWELLYN
YORKVILLE
BRANCHDALE
SWATARA
WESTWOOD JUNC
SILVERTON JUNC
NEW TOWN
ORWIGSBURG
BLACKWOOD
CRESSONA
LANDINGVILLE
SCHUYLKILL HAVEN

Lines to be controlled and operated by the Schuylkill Electric Railway Co.
. . . . operated in conjunction with . . . .

MAP OF
Pottsville, Pa.
AND VICINITY,
Showing the System of the
Schuylkill Electric
Railway Company.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; denom. $1,000; int. payable in Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

PLANT AND EQUIPMENT.—Miles of main line, 8, of sidings, 1, total track measured as single track (electric), 9; gauge, 4 ft. 8½ in.; 60 lb. and 78 lb. rail; 12 cars, of which 6 are motor cars and 6 trail cars; Walker motors.

Date of information, May, 1897. a b z

For map of road see page 220.

Tamaqua & Pottsville Electric Railroad.—Chartered May 5, 1892, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Schuylkill Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds authorized, $250-000; issued, $60,000; coupon, but may be registered; dated Jan. 15, 1895, due 1925; denom. $500 and $1,000; int. payable in Jan. and July, at office of Columbia Avenue Saving Fund, Safe Deposit, Title & Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

PLANT AND EQUIPMENT.—Miles of track (electric) 4; gauge, 4 ft. 8½ in.; 60 lb. and 76 lb. rail; 16 cars, of which 8 are motor cars and 8 trail cars; Walker motors, Jackson & Sharp and Brill cars, Graham and Taylor trucks; rent power.

REFERENCE.—Mortgage, Vol. XI, Mar., '95, p. 183.

Date of information, May, 1897. a b z

For map of road see page 220.

People's Railway Co.—Leased to Schuylkill Electric Ry. Co. for 35 years.

Date of information, May, 1897. a b z

For map of road see page 220.

POUGHKEEPSIE, N. Y.

Population in 1880, 20,207, in 1890, 22,206.

Poughkeepsie City & Wappingers Falls Electric Railway Co.—Chartered Mar., 1894, as a consolidation of the City R. R. Co., the South Avenue Surface R. R. Co. and the Poughkeepsie & Wappingers Falls Street Surface Ry. Co.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $500,000; coupon, but may be registered; dated July 1, 1894, due 1925; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co. of New York, trustee of mortgage.

OPERATION.—Year ending June 30, 1896.

Receipts from passengers	$91,813
" other sources	479
" total	92,292
Operating expenses	58,356
Earnings from operation	$33,936
Deductions from earnings.	
Taxes	2,567
Interest	36,650
Rentals	80
Deficit	5,361
Total surplus account	6,357

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	7,328
Transportation expenses	44,065
Maintenance of way and buildings	268
" " equipment	6,696
Total	58,356

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	1,829,022
Car miles run	550,108
Total receipts per car mile	$.168
Operating expenses per car mile	.106

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equipment	$1,107,379	Capital stock	$ 750,000
Real estate	2,555	Funded debt	196,000
Cash	6,511	Interest	5,525
		Loans	150,000
		Mortgage on real estate	12,000
		Profit and loss (surplus)	2,921
Total	$1,116,446	Total	$1,116,446

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 65 lb. and 90 lb. T and girder rail; 20 motor cars; Ball & Wood engines; Gen. Elec. dynamos and motors; American cars.

OFFICERS.—Pres. J. W. Hinkley, Sec. & Treas. E. Mora Davison, Supt. C. M. Davis, Ch. Engr. G. S. Smith.

DIRECTORS.—J. W. Hinkley, Frank B. Lown, W. H. Wood, Silas Hinkley, W. K. Roy, E. M. Davison, Wm. Boyle.

GENERAL OFFICE, 489-493 Main St., Poughkeepsie. Treasurer's office, 23 Nassau St., New York.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 726 (ill.).

Date of information, Jan., 1897. b

PROVIDENCE, R. I.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Providence, is situated at the head of navigation on Narragansett Bay, at the eastern edge of Rhode Island. It is one of the capitals of the state, and the county seat of Providence County.

Suburbs.—The street railway system centering at Providence now serves the cities and townships of Pawtucket, Lincoln, East Providence, Cranston, Cumberland, Johnston and North Providence, and a line also extends from Pawtucket through Attleborough, North Attleborough and Wrentham, in the State of Massachusetts. The population of the ten cities and towns above named was in 1880, 71,060, and in 1890, 101,330, an increase of 70 per cent. The total population now served by the street railway system described below is approximately 250,000.

Railroad Connections.—The New York & New England R. R., and the Consolidated R. R. enter the city. Steamboat lines operate to New York and other points.

Manufacturing and Commercial Interests.—A capital of about $61,000,000 is employed in the various manufacturing industries of the city, the principal productions being locomotives, engines, silverware, electroplated wares, machinery, tools, files, stoves, jewelry, lacings and wicks, cotton and woolen goods, rubber and elastic goods, soap and candles. All the manufacturing interests of Providence are highly developed, and the trade in its products is very great.

Banking Capital.—There are now (1897) 25 national banks, with a combined capital and surplus of $18,502,029; 3 state banks, with capital and surplus of $805,834; 6 trust companies, with capital and surplus of $3,513,500, and 9 private banks. The total banking capital is $22,822,363.

	1880.	1890.	Latest.
Population	104,857[c]	132,146[c]	154,000[a d]
Area, in square miles	15.65	15.65	16.25
Population per square mile	6,703	8,441	.....
Assessed Valuation.			
Real estate (66% actual value)	$ 88,012,100	104,684,440	133,296,200[b]
Personal property	$ 27,908,900	35,932,620	40,936,300[b]
Total	$ 115,921,000	140,617,060	174,232,500[b]
" per cap.	$ 1,105	1,064	.....
***Municipal Debt**, net	$ 8,843,546	8,216,978	13,283,849[d]
" " per cap.	$ 84	82	.....
Tax Rate, per $1,000	$ 13.50	15.00	16.50[b]
Manufacturing Interests.			
No. of establishments	1,205[c]	1,883[c]	.....
Capital invested	$ 27,177,006[c]	54,274,227[c]	.....
" " per cap.	$ 259	411	.....
No. of employes	22,891[c]	37,955[c]	.....
Wages per annum	$ 9,464,110[c]	18,789,500[c]	.....
Cost of materials	$ 22,794,227[c]	36,674,308[c]	.....
Value of product	$ 42,597,512[c]	71,810,173[c]	.....
Banking Capital	$	.....	22,822,363[d]
" " per cap.	$	.....	.....

* Including water debt, deducting sinking fund. [a] local estimates. [b] 1896. [c] Census. [d] 1897.

STREET RAILWAY SYSTEM—Descriptive.

Providence is the second city of New England in population and importance. It is situated at the head waters of Narragansett Bay, and is divided by the Moshassuck, Woonasquatucket and Providence Rivers. The city is irregularly laid out, and in some parts is very hilly. It contains many public institutions, and is the seat of Brown University and other large and important schools. All the manufactures are important in their class, and among its silverware establishments is the largest in the world. All of the street railway system of the city and suburbs is under one management, and embraces 133 miles of track, all of which is operated by electricity.

STREET RAILWAY SYSTEM—Present Companies.

United Traction & Electric Co.—Chartered 1893, under the laws of the State of New Jersey. This company controls by ownership of stock the entire street railway system of Providence, North Providence, East Providence, Cranston, Johnston, Warwick and

Coventry, and nearly all the street railways of Pawtucket, Lincoln and Cumberland. It is not an operating company.

Capital Stock, authorized and issued, $8,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $9,000,000, issued, $8,247,000; coupon, but may be registered; dated Mar. 1, 1893, due 1933; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Note.—The above issue of bonds is secured by a first mortgage on the following properties, which comprise the entire assets of the company:

20,000 shares of the Union R. R. Co. of Providence. (The Union R. R. Co. owns 2,998 out of 3,000 shares of the capital stock of the Providence Cable Tramway Co.)

The entire capital stock ($500,000) of the Pawtucket Street Ry. Co.

All the stock of the Union R. R. Co. and of the Providence Cable Tramway Co. which may be hereafter acquired by the company is to be covered by the mortgage.

3,618 shares (par value, $100) out of 4,000 shares of the capital stock of the Pawtuxet Valley Electric Street Ry. Co.

All of the first mortgage bonds of the Union R. R. Co.

$150,800 out of $198,000 of the first mortgage bonds of the Pawtuxet Valley Electric Street Ry. Co.

The present issue of bonds ($8,000,000) is practically a direct first mortgage on 115 miles of street railway track, including the existing lines and mileage of the Union R. R. Co., the Pawtucket Street Ry. Co., the Providence Cable Tramway Co. and the Pawtuxet Valley Electric Street Ry. Co. The trust deed provides that the unissued bonds ($1,000,000) may be issued for new construction, within a radius of 18 miles from the City Hall in Providence, to an amount not exceeding the actual cost of such new construction, and at a rate in no event exceeding $12,000 per mile of track. In accordance with this provision $247,000 has been issued to cover new mileage.

Operation.—Combined report of the Union R. R. Co., the Providence Cable Tramway Co. and the Pawtucket Street Ry. Co. The report for the years 1892-3-4 is chiefly for horse operation, the electrical equipment of this system not having been completed until the fall of 1894.

Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Rects from pass.	$1,141,641	$1,279,780	$1,345,929	$1,507,055	$1,691,903
" other sources	25,292	5,930	4,299	3,716	1,030
" total	1,166,933	1,285,710	1,350,228	1,510,771	1,692,933
Oper'g expenses.	1,020,445	1,029,973	1,117,186	828,710	984,738
Earn. from oper'n	146,488	255,737	233,042	682,061	708,195
Deduc. fr'm earn.					
Int. charges..	8,515	15,318	1,167		
Taxes	13,831	30,566	45,012	48,987	52,189
Other expens.	7,677	3,025	12,513		
Net income	116,465	206,827	174,350	633,074	656,006
P. c. op. exp. to total receipts.	87.2	80.0	82.8	54.9	

Officers.—Pres. Nelson W. Aldrich, V. Pres. John E. Searles, Treas. F. P. Olcott.

Date of information, Mar., 1897. a b

Union Railroad Co.—Chartered Feb. 2, 1865. This company leases and operates the Providence Cable Tramway Co.

Capital Stock, authorized, $3,000,000, issued, $2,000,000; par value $100 per share. The entire capital stock is owned by the United Traction & Electric Co. (which see), and is held in trust to secure the latter's bond issue.

Funded Debt.—First mortgage bonds, authorized and issued, $25,000; all owned by the United Traction & Electric Co. (which see), and all held in trust to secure the latter's bond issue.

Operation.—The report for the years 1892-3-4 is chiefly for horse operation, electrical equipment not having been completed until the fall of 1894.

Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Rcpts. from pass.	$921,785	$1,028,704	$1,107,620	$1,336,647	$1,563,873
" other sources.	24,229	4,559	3,881	3,600	1,030
" total	946,014	1,033,263	1,111,501	1,340,247	1,564,903
Opera'g expenses.	841,091	823,240	920,583	703,612	888,943
Earn. from oper'n	104,923	210,023	190,918	636,635	675,960
Deduct. fr'm earn.					
Int. charges....	2,678	6,451	1,167		
Taxes	10,171	27,151	39,920	43,786	49,882
Net income	92,075	176,421	149,831	592,849	626,078
Dividends paid...	139,958	120,000			
To surplus acct. .	† 47,883	56,421			
Total surplus acct.	460,852	517,273	667,104	1,259,952	
P. c. op. exp. to total receipts...	88.9	80.0	82.8	52.5	56.8
P. c. divid's paid.	8	6			

† Deficit.

Balance Sheet.—Dated June 30,

	1894.	1895.
ASSETS.		
Cost of road	$1,474,932	$1,551,921
" equipment	1,220,579	1,440,589
Other assets	1,645,361	1,538,714
Total	$4,340,872	$4,531,223
LIABILITIES.		
Capital stock	$2,000,000	$2,000,000
Funded debt	25,000	25,000
Floating debt	1,648,768	1,246,271
Profit and loss (surplus)	667,104	1,259,952
Total	$4,340,872	$4,531,223

Plant and Equipment.—Miles of track owned, 102.112, leased, 3.4, total track (electric), 105.512; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 509 cars, of which 379 are motor cars and 130 other cars; Providence engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

Officers.—Pres. Nelson W. Aldrich, V. Pres. C. H. Perkins, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter, Ch. Engr. G. C. Tingley, Elecn. W. D. Wright, Ch. Engr. of Power Station, M. H. Bronsdon.

Directors.—Nelson W. Aldrich, B. A. Jackson, C. H. Perkins, Gorham P. Pomroy, G. W. R. Matterson, Arthur H. Watson.

General Office, 32 Westminster St.

References.—Description of road, Vol. VII, May, '91, p. 227 (ill.); stock report, Vol. IX, Mar., '93, p. 198; notes, Vol. VII, July, '91, p. 371 (ill.); description of road (brief), Vol. XII. Oct. '96, p. 607.

Date of information, Mar., 1897. a b

Providence Cable Tramway Co.—Chartered July 24, 1884. This property was leased on Jan. 1, 1895, to the Union R. R. Co.

Capital Stock, authorized, $400,000, issued, $300,000; par value, $100 per share. $299,800 of the capital stock is owned by the Union R. R. Co. and forms part of the assets of the United Traction & Electric Co. (which see).

Operation.—The report for the year ending June 30, 1896, is included in the report of the Union R. R. Co.

Year ending June 30,	1892.	1893.	1894.	1895.
Gross receipts (passengers)...	$146,394	$152,211	$142,641	$68,264
Operating expenses	121,779	123,127	106,444	38,354
Earnings from operation	24,615	29,084	36,197	29,910
Deductions from earnings.				
Interest charges	1,543	83		
Taxes	2,375	2,000	3,351	3,131
Other expenditures	4,946			
Net income	15,751	27,000	32,846	26,779
Total surplus account	34,251	61,251	94,097	120,876
P. c. op. exp. to total receipts.	83.6	80.9	71.1	56.2

Balance Sheet.—Dated June 30

	1894.	1895.	1896.
ASSETS.			
Cost of road	$167,810	$179,231	$298,106
" equipment	118,576	118,876	
Other assets	108,041	123,070	123,070
Total	$394,427	$421,176	$421,176
LIABILITIES.			
Capital stock	$300,000	$300,000	$300,000
Floating debt	330	300	300
Profit and loss (surplus)	94,097	120,876	120,876
Total	$394,427	$421,176	$421,176

Plant and Equipment.—(See Union R. R. Co.)

Officers.—Pres. Nelson W. Aldrich, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter.

Directors.—Nelson W. Aldrich, B. A. Jackson, C. H. Perkins, Gorham P. Pomroy, G. W. R. Matteson, Arthur H. Watson.

General Office, 32 Westminster St.

References.—Description of road, Vol. VI, Mar., '90, p. 117.; notes, Vol. VI, Aug., '90, p. 401.

Date of information, Mar., 1897. a b

Pawtucket Street Railway Co.—Chartered July 18, 1885.

Capital Stock, authorized and issued, $500,000; par value, $100 per share. The entire capital stock is owned by the United Traction & Electric Co. and is held in trust to secure the latter's bond issue.

Operation.—The report for the years 1892-3-4 is chiefly for horse operation, electrical equipment not having been completed until the fall of 1894.

Please note date of information at end of each report.

Year ending June 30,	1892.	1893.	1894.	1895.	1896.
Receipts from passengers	$73,462	$ 98,865	$95,668	$102,144	$128,030
" other sources...	1,063	1,371	418	116	
" total.....	74,524	100,236	96,086	102,260	128,030
Operating expenses.....	57,575	83,606	90,159	86,744	95,795
Earnings from operation.	16,949	16,630	5,927	15,516	32,235
Deductio's from earnings.					
Interest charges.....	4,294	8,784			
Taxes.....	1,285	1,415	1,741	2,070	2,307
Other expenditures....	2,731	3,025	12,513		
Net income.....	8,639	3,406	*8,327	13,446	29,928
Per cent. op. exp. to total receipts.....	77.2	83.6	93.8	84.9	75.0

*Deficit.

Balance Sheet.—Dated June 30, 1894. 1895. 1896.

ASSETS.

Cost of road.....	$297,797	$352,043	$532,795
" equipment.....	114,532	127,474	
Other assets.....	70,732	29,470	45,002
Total.....	$483,062	$508,987	$577,797

LIABILITIES.

Capital stock.....	$200,000	$200,000	$500,000
Floating debt.....	283,062	295,541	58,346
Profit and loss (surplus).....		13,446	19,451
Total.....	$483,062	$508,987	$577,797

Plant and Equipment.—Miles of track (electric), 19.72; gauge, 4 ft.; 54 lb. and 60 lb. Prov. girder and T rail; 52 cars, of which 46 are motor cars and 6 other cars; Gen. Elec. dynamos and motors.

Officers.—Pres. Nelson W. Aldrich, V. Pres. L. B. Goff, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter, Supt. C. F. Luther.

Directors.—Nelson W. Aldrich, A. T. Potter, Chas. H. Perkins, of Providence; L. B. Goff, Darius L. Goff, E. N. Littlefield, of Pawtucket, R. I.

General Office, 32 Westminster St.

Date of information, Mar., 1897. a b

Pawtuxet Valley Electric Street Railway Co.—Chartered July 23, 1893.

Capital Stock, authorized and issued, $400,000; par value, $100 per share. $361,800 of this stock is owned by the United Traction & Electric Co., and forms part of the security for its bond issue.

Funded Debt.—First mortgage bonds, $198,000. $150,800 are owned by the United Traction & Electric Co., and form part of the security for its bond issue.

Operation.—Year ending June 30,	1895.	1896.
Receipts from passengers.....	$21,580	$27,851
" other sources.....	25	
" total.....	21,605	27,851
Operating expenses.....	17,021	21,795
Earnings from operation.....	4,584	6,056
Deductions from earnings.		
Interest charges.....	2,520	2,380
Taxes.....	197	258
Net income.....	1,866	3,418
To surplus account.....		5,284
Per cent. op. exp. to total receipts.....	78.8	78.6

Balance Sheet.—Dated June 30, 1895. 1896.

ASSETS.

Cost of road.....	$ 74,164	$ 97,144
" equipment.....	20,074	
Other assets.....	448,086	449,305
Total.....	$542,326	$546,449

LIABILITIES.

Capital stock.....	$400,000	$400,000
Funded debt.....	47,200	47,200
Floating debt.....	93,260	93,965
Net income.....	1,866	5,284
Total.....	$542,326	$546,449

Plant and Equipment.—Miles of track (electric), 7.3; gauge, 4 ft., 8½ in.; 48 lb. to 70 lb. T rail; 11 cars, of which 9 are motor cars and 2 trail cars; Harris-Corliss engines, Gen. Elec. dynamos and motors.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Henry L. Greene, Sec. & Pur. Agt. H. V. A. Joslin, Treas. C. A. Babcock.

Directors.—Nelson W. Aldrich, Charles H. Perkins, Marsden J. Perry, Gorham P. Pomroy. Arthur H. Watson, of Providence; H. L. Greene, of River Point, R. I.

General Office, 32 Westminster St.

Date of information, Mar., 1897. a b

NEW CORPORATION.

Providence & Taunton Street Railway Co.—Chartered to build an electric railway from Providence to Taunton, Mass.

Capital Stock, $160,000.

Directors.—Earl A. Potter, of Seekonk, Mass.; Reuben Bowen, of Rehoboth, Mass.; N. A. Walker, of Dighton, Mass.; Josiah King, of Seekonk, Mass.; Fred. E. Perkins, of Johnston, R. I.; W. B. M. Miller, of Providence, R. I.; Peter H. Corr, of Taunton, Mass.

Date of information, May, 1897. z

PUEBLO, COL.

Population in 1880, 3,217, in 1890, 24,558.

Pueblo Electric Street Railway Co.—This is the successor to the Pueblo City Ry. Co., which was sold under foreclosure of mortgage in 1896.

CAPITAL STOCK, authorized, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $750,000; dated 1896, due 1916.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft.; 35 lb. T rail; 48 cars, of which 32 are motors and 16 trail cars; Allis engines, Gen. Elec. dynamos and motors, Woeber cars.

OFFICERS.—Pres. S. Dana Greene, V. Pres. & Gen. Man. H. E. Chubbuck, Sec. & Treas. Irving Hale.

REFERENCE.—Increase of bonds, Vol. IX, June, '93, p. 419.

Date of information, May, 1897. z

PUNXSUTAWNEY, PA.

Population in 1880, 674, in 1890, 2,792.

Punxsutawney Street Passenger Railway Co.—Chartered Feb. 1, 1892. Annual meeting second Monday in Jan. This company commenced operating its road on Aug. 17, 1892.

CAPITAL STOCK, authorized and issued, $18,000.

FUNDED DEBT, $14,000.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers.....	$4,893	$5,683
" other sources.....	56	
" total.....	4,949	5,683
Operating expenses.....	4,351	4,272
Earnings from operation.....	598	1,411

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road and equip.....	$36,990	$36,990
Material on hand.....	20	20
Other assets.....	327	619
Profit and loss (deficit).....	288	
Total.....	$37,625	$37,629
LIABILITIES.		
Capital stock.....	$18,000	$18,000
Funded debt.....	14,000	14,000
Unfunded debt.....	200	200
Bills payable.....	*635	638
Other liabilities.....	*4,790	4,790
Total.....	$37,625	$37,629

*NOTE.—These items were paid since June 30, 1895.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 51 lb. girder rail; 3 motor cars; Green engines, West. dynamos and motors, New Castle cars.

OFFICERS.—Pres. S. E. Wilson, V. Pres. J. K. North, Sec. A. J. Truitt, Treas. Gen. Man. Supt. Pur. Agt. & Elecn. L. C. Myers, Ch. Engr. of Power Station, S. Pittman.

DIRECTORS.—J. K. North, L. W. Robinson, A. J. Truitt, L. C. Myers.

Date of information, Nov., 1896. b

PUT-IN-BAY, O.

Population in 1880, 381, in 1890, 282.

Put-in-Bay Water Works, Light & Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 75 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. G. H. Ketchum, V. Pres. & Gen. Man. J. K. Tillotson, Sec. & Treas. F. M. Ohl.

Date of information, Mar., 1894.

QUAKERTOWN, PA.

Population in 1880, 1,769,in 1890, 2,169.

Quakertown Traction Co.—Chartered Nov. 27, 1896, for 99 years; municipal franchise granted Nov. 20, 1896, in perpetuity. Annual meeting in May.

CAPITAL STOCK, authorized, $150,000, issued, $50,000, in treasury, $100,000; par value, $50 per share.

Please note date of information at end of each report.

FUNDED DEBT.—First mortgage, 5 p. c. gold coupon and registered bonds, authorized, $150,000, issued, $100,000, in escrow, $50,000; dated Apr. 1897, due 1917; denom. $100, $200, $500 and $1,000; int. payable Apr. and Oct., at office of Doylestown Trust Co., of Doylestown, Pa., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and improvements. The first mortgage bonds may be called for payment on and after 1907.

PLANT AND EQUIPMENT.—Miles of track (electric), 16.5; gauge, 5 ft. 4½ in.; 60 lb. T and girder rail; 11 cars, of which 7 are motor cars and 4 trail cars; 300 H. P. station plant, Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. C. Leland Taylor, V. Pres. Aaron B. Walp, Sec. & Treas. John A. Ozias.

DIRECTORS.—C. Leland Taylor, John A. Ozias, Aaron B. Walp, Wm. Freed, Elias Hogeland, Harry C. Case.

GENERAL OFFICE, Quakertown, Pa.

Date of information, Mar., 1897. a

QUEBEC, CAN.

Population in 1881, 62,446, in 1891, 63,090.

Quebec Street Railway Co.—Chartered Oct. 15, 1863.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT, $15,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.25, of road, 3.25; gauge, 4 ft. 8¾ in.; 45 lb. Phila. rail; 70 horses, 13 horse cars, also 6 busses and 11 sleighs; Stephenson cars.

OFFICERS.—Pres. G. Lemoine, V. Pres. G. R. Renfrew, Sec. Treas. Supt. & Man. F. T. Boomer.

DIRECTORS.—G. Lemoine, G. R. Renfrew, J. C. Thomson, D. C. Thomson, F. Lessier, S. J. Shaw, E. H. Taylor.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 34.

ADDRESS, Box 74, Crown St.

Date of information, Dec., 1896. d

The Quebec District Railway Co.—This company has purchased the property of the St. John Street Ry. Co., Ltd., and proposes to complete about 16 miles of electric railway within the city limits during 1897.

PLANT AND EQUIPMENT.—(In process of construction); miles of track (electric), 16; 72 lb. T rail; 30 motor cars; rent power.

OFFICERS.—Pres. Andrew Thomson, V. Pres. E. W. Methor, Sec. & Treas. L. R. H. White, Gen. Man. & Ch. Engr. Edward A. Evans, Elecn. Harold L. Lurtees.

GENERAL OFFICE, Quebec, Ill.

Date of information, May, 1897. a y

QUINCY, ILL.

Population in 1880, 27,268, in 1890, 31,478.

Quincy Horse Railway & Carrying Co.—Annual meeting third Monday in Jan.

CAPITAL STOCK, $160,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c, bonds, authorized and issued, $140,000; denom. $500; int. payable Apr. and Oct.; trustees of mortgage, E. J. Parker and Jas. F. Carrott, of Quincy.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 5 ft.; 38 lb. to 52 lb. T and girder rail; 28 cars, of which 21 are motor cars and 7 trail cars; Hamilton-Corliss and Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. W. S. Warfield, V. Pres. E. J. Parker, Sec. & Supt. E. K. Stone, Jr., Treas. F. W. Mever.

REFERENCE.—Description of road, Vol. VII, Mar., 91, p. 130 (ill.).

Date of information, May, 1897. a z

QUINCY, MASS.

Population in 1880, 10,570, in 1890, 16,723.

Quincy & Boston Street Railway Co.—Chartered Aug. 24, 1888. This company owns the Quincy Street Ry., and operates the entire city railway system. It controls, through ownership of stock, and operates the Braintree Street Ry. Co. (which also see).

CAPITAL STOCK, authorized, $420,000, issued, $406,400; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from passengers	$34,480	$48,053	$55,046	$83,790	$96,304
" other sources...	1,794	2,721	2,570	2,66	5,526
" total.....	36,274	50,774	57,616	86,453	101,830
Operating expenses.....	33,564	39,174	36,321	49,547	66,307
Earnings from operation.	2,710	11,600	21,295	36,906	35,523
Deduc. from earnings.					
Interest.....	1,591	3,569	5,414	2,694	2,468
Taxes.....	744	1,270	1,714	1,880	3,443
Rentals.....			2,373	2,886	
Net income	375	6,761	11,794	29,446	29,611
Dividends paid	2,500	3,000	10,047	12,435	21,000
To surplus account.....	*2,125	3,761	1,747	17,011	8,611
Total surplus account...	13,084	17,701	19,448	38,042	55,916

* Deficit.

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 6 p. c.; in 1894, 9 p. c.; in 1895, 7 p. c.; in 1896, 7 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses.....	$10,543	$17,341
Transportation expenses.....	24,970	3,3021
Maintenance of way and buildings	6,682	7,104
" " equipment	7,352	8,841
Total	$49,547	66,307

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried.....	1,766,205	2,114,175
Car miles run.....	303,082	397,014
Total receipts per car mile.....	$.285	$.256
Operating expenses per car mile.....	.163	.170

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$141,217	$203,808	$249,631
" equipment	54,894	65,379	88,625
Other permanent investments	76,057	102,955	114,922
Cash and current assets.....	14,001	13,749	32,294
Other assets		4,036	3,954
Total.....	$286,169	$389,927	$489,426
LIABILITIES.			
Capital stock.....	$200,800	$300,000	$406,400
Floating debt.....	65,921	51,885	
Loans and bills payable.....			27,110
Profit and loss (surplus).....	19,448	38,042	55,916
Total	$286,169	$389,927	$489,426

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 35 lb. and 58 lb. T and flat rail; 52 motor cars; Ball, Allis, Corliss and Brown engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. J. R. Graham, V. Pres. J. F. Merrill, Sec. & Treas. F. H. Smith, Supt. B. J. Weeks.

DIRECTORS.—J. R. Graham, W. Coffin, A. Burnham, J. F. Merrill, Josiah Quincy, T. H. McDonnell, of Quincy, Mass.; J. A. Duggan, R. H. Wilde, of Atlantic, Mass.; W. A. Drake, of North Weymouth, Mass.

GENERAL OFFICE, Quincy, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. IX, Dec., '93, p. 842.

Date of information, Feb., 1897. b d

Quincy Street Railway Co.—This property is owned by the Quincy & Boston Street Ry. Co. (which see).

Date of information, Feb., 1897.

RACINE, WIS.

Population in 1880, 16,031, in 1890, 21,022; in 1897 (local estimates), 28,000.

Belle City Street Railway Co.—Chartered May 23, 1883, for 99 years, with exclusive rights on streets now occupied, and privilege of occupying new streets in advance of other companies. This company owns an electric lighting plant in addition to the street railway plant described below, and also furnishes power to the Milwaukee, Racine & Kenosha Electric Ry. Co. A receiver was appointed for this company in Jan., 1897.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated July 1, 1892, due 1912; int. payable Jan. and July, at office of Illinois Trust & Savings Bank of Chicago, Ill., and Chase National Bank of New York City; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 2 ft., 8½ in.; 45 lb. and 52 lb. T and girder rail; 26 cars, of which 40 are motor cars and 6 trail cars; Bullock-Corliss, West. and McI. & S. engines, 3 150 K. W. and 1 80 K. W. dynamos, Detroit and 1 225 K. W. West. dynamos.

OFFICERS.—Receiver Hiram J. Smith, Pres. Treas. & Gen. Man. Jackson I. Case, V. Pres. C. I. Shoop, Sec. T. M. Kearney, Elecn. D. Howard, Ch. Engr. of Power Station J. T. Foster.

DIRECTORS.—Jackson I. Case, B. B. Northrop, C. I. Shoop, J. Miller, T. M. Kearney.

GENERAL OFFICE, 233 Main St.

Date of information, May, 1897. a z

The Milwaukee, Racine & Kenosha Electric Railway Co.—Chartered Jan. 15, 1896. This company has built a line from Racine to the suburbs of Milwaukee, and will extend it to Kenosha as soon as franchises can be secured.

Capital Stock, $250,000; par value. $100 per share.

Funded Debt.—6 p. c. bonds, issued, $200,000; trustee, Savings & Trust Co., of Cleveland, O.

Plant and Equipment.—Miles of track (electric), 17.

Officers.—Pres. Matthew Slush (Mt. Clemens, Mich.), 1st V. Pres. A. W. Bishop (Racine, Wis.), 2d V. Pres. Wm. Greif, Sec. & Treas. Geo. J. Hoffman (Cleveland, O.), Supt. J. I. Nelson (Racine, Wis.).

Directors.—A. W. Bishop, Matthew Slush, W.W. Hazard, George J. Hoffman, R. R. Brown, William Grief, M. J. Dryfoot.

Date of information, May, 1897. d z

RAHWAY, N. J.

The Rahway Electric Co.—This company is a successor to the Rahway Electric Street Ry. Co., whose property was sold in Apr., 1896, to Robt. W. DeForest, of New York City.

CAPITAL STOCK, $25,000.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Gross receipts	$3,670	$4,157
Operating expenses	1,574	4,826
Earnings in operation	2,096	* 669

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 8 motor cars; Armington & Sims engines, Walker dynamos and motors, Gilbert cars.

OFFICERS.—Pres. C. W. Boynton, Supt. & Pur. Agt. A. Buys.

GENERAL OFFICE, 105 Irving St., Rahway.

Date of information, Feb., 1897. b d y

RALEIGH, N. C.

Population in 1880, 9,255, in 1890, 12,678.

The Raleigh Electric Co.—On Dec. 31, 1896, the power house and car barns and their contents were destroyed by fire with a loss of $50,000, of which $12,000 was covered by insurance. The company at once commenced to rebuild the power house so as to continue the operation of the lines. The company furnishes power and incandescent lights, and has the contract for lighting the streets with arc lights.

CAPITAL STOCK, issued, $25,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 13 cars, of which 9 are motor cars and 4 trail cars; Ball and Fitchburg engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Alf. A. Thompson, V. Pres. V. E. Turner, Sec. Chas. C. Johnson, Treas. F. H. Briggs.

GENERAL OFFICE, cor. Jones and West Sts., Raleigh.

Date of information, May, 1897. d z

RANDOLPH, MASS.

Population in 1880, 4,027, in 1890, 3,946.

Randolph Street Railway Co.—Commenced operation June 21, 1896.

CAPITAL STOCK, authorized and issued, $35,000,

OPERATION.—For period from June 21, 1896, to Sept. 30, 1896.

Gross receipts	$2,068
Operating expenses	1,405
Earnings from operation	663
Total surplus account	663

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$22,723	Capital stock	$17,500
Cash	1,440	Loans and bills payable.	6,000
		Profit and loss (surplus).	663
Total	$24,163	Total	$24,163

PLANT AND EQUIPMENT.—Miles of track (electric) 2.5; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. John R. Graham, Sec. Rufus A. Thayer, Treas. John F. Merrill, Supt. Benj. J. Weeks.

DIRECTORS.—John R Graham, John F. Merrill, John A. Duggan, Fred'k H. Smith, Rufus A. Thayer, F. C. Granger, Benj. J. Weeks.

GENERAL OFFICE, with Quincy & Boston Street Ry. Co., Quincy, Mass.

Date of information, May, 1897. b z

RAPID CITY, S. DAK.

Population in 1880, 292, in 1890, 2,128.

Rapid City Street Railway Co.—This property is leased to Howard Worth.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2, of road, 2; gauge, 4 ft.; 25 lb. T rail; 3 horses, 2 horse cars.

OFFICERS.—Lessee Howard Worth, Pres. E. B. Chapman, V. Pres. & Treas. Wm. Somerville.

Date of information, May, 1897. z

READING, MASS.

Population in 1880, 3,181, in 1890, 4,088.

Woburn & Reading Street Railway Co.—Commenced operation June 16, 1896.

CAPITAL STOCK, authorized and issued, $60,000.

OPERATION.—For period from June 16, 1896, to Sept. 30, 1896.

Gross receipts	$4,527
Operating expenses	4,121
Earnings from operation	406
Deductions from earnings.	
Interest	56
Taxes	24
Net income	326
To surplus account	326
Total surplus account	326

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$67,088	Capital stock	$60,000
" equipment	9,971	Loans and bills payable..	24,501
Land and buildings	6,084	Profit and loss (surplus)..	327
Cash and current assets..	1,685		
Total	$84,828	Total	$84,828

PLANT AND EQUIPMENT.—Miles of track (electric), 5.99; 5 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Charles F. Woodward, V. Pres. Treas. & Gen. Man. James F. Shaw, Sec. Geo. A. Butman, Supt. Charles F. Heath.

DIRECTORS.—Chas. F. Woodward, Jas. F. Shaw, J. H. Cunningham, H. Fisher Eldredge, Geo. A. Butman.

GENERAL OFFICE. 53 State St., Boston, Mass.

Date of information, May, 1897. b z

READING, PA.

Location.—Reading, the capital of Berks County, is situated in eastern Pennsylvania, on the Schuylkill River.

Population.—The population in 1880 was 43,278, and in 1890, 58,661, an increase of 36 per cent.

Railroad Connections.—The following lines enter the city: Philadelphia & Reading R. R., Pennsylvania R. R. and Wilmington & Northern R. R.

Manufacturing Interests.—A capital of about $14,700,000 is employed in the various manufacturing industries of the city, the principal productions being iron and steel, foundry and machine shop products, tobacco, cigars and cigarettes, wool hats, clothing, malt liquors, lumber, textiles, printing and publishing and hardware. The iron and steel business of the city is of very great proportions, and the tobacco and wool hat interests are also largely developed. About 13,000 hands are employed in the manufacturing industries, receiving in wages about $5,500,000 per annum, and the value of the product is about $21,000,000 per annum.

Banking Capital.—There are now (1897) 7 national banks with a combined capital and surplus of $2,905,000; 2 state banks, with capital and surplus of $206,560; 2 trust companies with capital and surplus of $620,000, and 1 private bank. The total banking capital is $3,731,560.

Assessed Valuation.—The total assessed valuation of real and personal property is (1894) $42,000,000, equivalent to about $716 per capita population. The property is assessed at about 67 per cent. of its real value.

Municipal Debt.—The municipal debt of the city less sinking funds is (1896) $948,226.

Tax Rate.—The tax rate is (1894) $12.50 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

East Reading Electric Railway Co.—Chartered Aug., 1888. Annual meeting second Tuesday in Jan.

Leased May 1, 1893, to the Reading Traction Co. for 99 years. Under the terms of the lease the Reading Traction Co. is to pay dividends from rental as follows: 1894, 5½ p. c.; 1895, 6 p. c.; 1896, 6½ p. c.; 1897 to 1900, 7 p. c., and thereafter 8 p. c. This property is now a part of the system of the United Traction Co.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Date of information, May, 1897. a z

Neversink Mountain Railroad Co.—Chartered 1889, for 99 years. Annual meeting June 27.

Capital Stock, authorized and issued $100,000; par value, $50 per share.

Funded Debt.—First mortgage 5½ p. c. gold coupon bonds, authorized, $100,000, issued, $59,000; trustee of mortgage Penn. Trust Co.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 7 are motor cars and 4 trail cars; 850 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill and Pullman cars.

Officers.—Pres. R. T. Leaf, V. Pres. G. Brooke, Sec. H. C. Holder, Treas. D. W. Stehman, Supt. D. H. Christian.

Directors.—Geo. F. Baer, Geo. Brooks, W. D. Smith, H. T. Kendall, W. F. Wootten.

General Office, 536 Penn St.

Reference.—Description of road, Vol. VII, Aug., '91, p. 400 (ill.).

Date of information, May, 1897. z

Reading City Passenger Railway Co.—Chartered Dec. 18, 1873. The Perkiomen Avenue Passenger Ry. Co. (originally organized as the Penn Street Passenger Ry. Co.), was consolidated with this company Apr. 1, 1889. Annual meeting second Monday in Jan.

Capital Stock, authorized, $400,000, issued, $350,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. bonds, authorized and issued, $112,000; coupon, but may be registered; dated Apr. 1, 1889, due 1909; int. payable Apr. and Oct. at Farmers' Bank of Reading; trustee of mortgage, Reading Trust Co.

Leased, Apr. 1, 1893, to the Reading Traction Co. for 99 years. Under the terms of the lease the Reading Traction Co. assumes all the company's liabilities and pays dividends (semi-annually) upon its stock as follows: 1893-94, 8 p. c.; 1894-95, 9 p. c.; 1896-1900, 10 p. c. and 12 p. c. per annum thereafter. This property is now a part of the system of the United Traction Co.

General Office, 5th and Penn Sts.

Reference.—Annual report, Vol. IX, Feb., '93, p. 128.

Date of information., May, 1897. a z

Reading & Southwestern Street Railway Co.—Chartered Nov. 24, 1890. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $130,000.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$19,215	$26,501	$22,385	$21,205	$23,670
Operating expenses	17,634	25,090	19,187	16,741	21,840
Earnings from operation	1,581	1,411	3,198	4,464	1,830
Deduct. from earnings.					
Interest			1,044		
Taxes			928		

Balance Sheet.—Dated June 30,

	1894.	1895.
ASSETS.		
Cost of road and equipment	$154,497	$159,785
Bills receivable	1,146	1,880
Material on hand	1,500	
Cash	502	123
Other assets		7,984
Total	$157,645	$169,771
LIABILITIES.		
Capital stock	$130,000	$130,000
Bills payable	24,146	28,526
Other liabilities	234	11,246
Profit and loss (surplus)	3,265	
Total	$157,645	$169,771

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 22 cars, of which 17 are motor cars and 5 trail cars; Ball engines, Curtis and Gen. Elec. dynamos and motors, Jackson & Sharp cars.

Officers.—Pres. J. W. Shepp, V. Pres. J. B. Sterley, Sec. & Treas. V. Seltzer, Gen. Man. & Pur. Agt. J. H Passmore, Elecn. W. R. Kantner.

Directors.—D. B. Shepp, J. H. Rothermel, J. H. Prouty, J. B. Sterley, W. Van Reed, H. Godfrey, G. Fred Mertz, C. T. Fox, W. Rebman, A. N. Kissinger, E. L. Garber, V. S. Seltzer.

General Office, Water St., below Chestnut.

Date of information, May, 1897. b d z

Reading & Temple Electric Railway.—This road was leased Oct. 1, 1894, to the Reading Traction Co. for 99 years, at a guaranteed rental of 5 p. c. interest on funded debt and semi-annual dividend on capital stock as follows: 5 p. c. the first year, 6 p. c. the second, and 7 p. c. thereafter. It is now a part of the system of the United Traction Co.

Capital Stock, $43,200.

Funded Debt.—First mortgage 5 p. c. bonds, $43,500; dated Oct., 1894, due 1924; trustee of mortgage, Reading Trust Co., of Reading, Pa.

Date of information, May, 1897. a z

Reading Traction Co.—Chartered 1893. Annual meeting second Monday in Jan. This company leases the Reading City Passenger Ry. Co., the East Reading Electric Ry. Co. and the Reading & Temple Electric Ry.

Leased in 1895 to the United Traction Co. at a rental of $10,000 per annum in 1896-7-8, $20,000 per annum in 1899-1900 and $30,000 per annum thereafter,

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $600,000, issued $445,000, in escrow (see Note), $112,000; dated 1893, due 1933; int. payable Jan. and July, at office of Bank of North America, of Philadelphia, office of Frederick Narr, 129 South 4th St., Philadelphia, and in Reading, at office of company, and at National Union Bank; trustee of mortgage Provident Life & Trust Co., of Philadelphia.

Note.—$112,000 of the first mortgage bonds are held in escrow to retire the Reading City Passenger Ry. Co.'s bonds when due.

Reference.—Annual report, Vol. XI, Feb., '95, p. 119.

Date of information. May, 1897. a z

Reading & Womelsdorf Railway Co.—Chartered Mar. 10, 1894. This road is operated by the United Traction Co., to which it is leased.

Capital Stock, $500,000.

Funded Debt.—First mortgage 5 p. c. bonds, $313,000; dated Jan. 1, 1895, due 1925; trustee of mortgage, The Real Estate Title Insurance & Trust Co., of Philadelphia.

Date of information, May, 1897. a z

United Traction Co.—Chartered Dec. 17, 1895, in perpetuity. Annual meeting second Monday in Jan. This company leased on Jan. 1, 1896, for 900 years, the Reading Traction Co., at an annual rental of $10,000 for the first three years, $20,000 during 1899 and 1900, and $30,000 thereafter.

Capital Stock, authorized and issued, $400,000.

Funded Debt.—First mortgage 5 p. c. collateral trust (see Note) gold coupon bonds, authorized, $150,000, issued, $149,900, in escrow (see Note), $100; dated Jan. 15, 1896, due 1926; denom. $100 and $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, The Real Estate Title Insurance & Trust Company, of Philadelphia.

Note.—The first mortgage collateral trust bonds may be called for payment at six months, and at a price of par and accrued interest after three years.

Collateral consists of 19,991 shares of the Metropolitan Electric Co. stock, par $10, which was purchased by the United Traction Co. at $7.50 per share.

The $100 United Traction Co. bond held in escrow by The Real Estate Title Insurance & Trust Co., of Philadelphia, as trustee for the nine shares of the Metropolitan Electric Co. stock issued to the nine directors.

In permanent investments the United Traction Co. advanced to the Reading Traction Co. $200,000 to purchase the entire capital stock of the Reading & Womelsdorf Electric Ry. Co. (one of its leased lines), $10,000 shares, at $20 per share; par value, $50.

Operation.—Year ending Dec. 31, 1896.

Gross receipts	$415,015
Operating expenses	245,945
Earnings from operation	169,070
Fixed charges	163,804
Net income	5,266

STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1896.

Passengers carried	5,312,221
Car miles run	1,338,777
Gross receipts per car mile	$.310
Operating expenses per car mile	.176

Balance Sheet.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road	$135,574	*Capital stock	$390,534
" equipment	15,543	Funded debt	149,900
Other permanent investments (see Note above)	361,793	Accrued interest	24,222
Cash	26,365	Bills and accts. payable	5,377
Bills and accts. rec'ble	24,956	Other liabilities	6,787
Material and supplies	5,330	Profit and loss (surplus)	5,266
Other assets	12,525		
Total	$582,086	Total	$582,086

*Assessment not all paid.

Plant and Equipment.—Miles of track (electric), 48; gauge, 4 ft. 2¼ in.; 90 lb. and 93 lb. rail; 6 horses, 85 cars, of which 82 are motor cars and 3 trail cars, 3 snow sweepers, 1 snow plow; Greene and Lake Erie engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and St. Louis cars, Brill and Peckham trucks.

Officers.—Pres. & Gen. Man. John A. Rigg, Sec. & Treas. M. C. Aulenbach, Supt. Samuel E. Rigg, Ch. Engr. S. D. Missimer, Elecn. C. E. Long.

Directors.—John A. Rigg, Wm. R. McIlvain, Jas. A. O'Reilly, Richmond L. Jones, L. T. Custer, Geo. H. Valentine, H. C. England, R. N. Buckley, Robert N. Carson.

Date of information, May, 1897. a z

RED BANK, N. J.

Atlantic Highlands, Red Bank & Long Branch Electric Railway Co.—State charter granted Apr. 6, 1895, for 99 years. Municipal franchise granted May 31, 1895, for 99 years. Annual meeting third Wednesday in Nov.

CAPITAL STOCK, authorized, $500,000, issued, $200,000, in treasury, $300,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $222,000, in treasury, $278,000; dated July 1, 1895, due 1945; denom. $1,000; coupon and registered; int. payable Jan. and July, at office of Hamilton Trust Co., of Brooklyn, N. Y., trustee of mortgage.

Treasury bonds may be issued for construction work when completed.

OPERATION.—Six months ending Dec. 31, 1896.

Receipts from passengers	$14,054
" other sources	179
" total	14,233
Operating expenses	9,523
Earnings from operation	$ 4,710
Per cent op. exp. to total receipts	67.6

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. T and 70 lb. girder rail; 24 cars, of which 20 are motor cars and 4 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Jackson & Sharp and Barney & Smith cars, Peckham and Brill trucks.

OFFICERS.—Pres. A. G. Greenberg, V. Pres. Wm. Stevens, Sec. A. J. Allen, Treas. & Gen. Man. A. B. Eldridge, Supt. W. T. Greenberg, Elecn. Tom Sawyer.

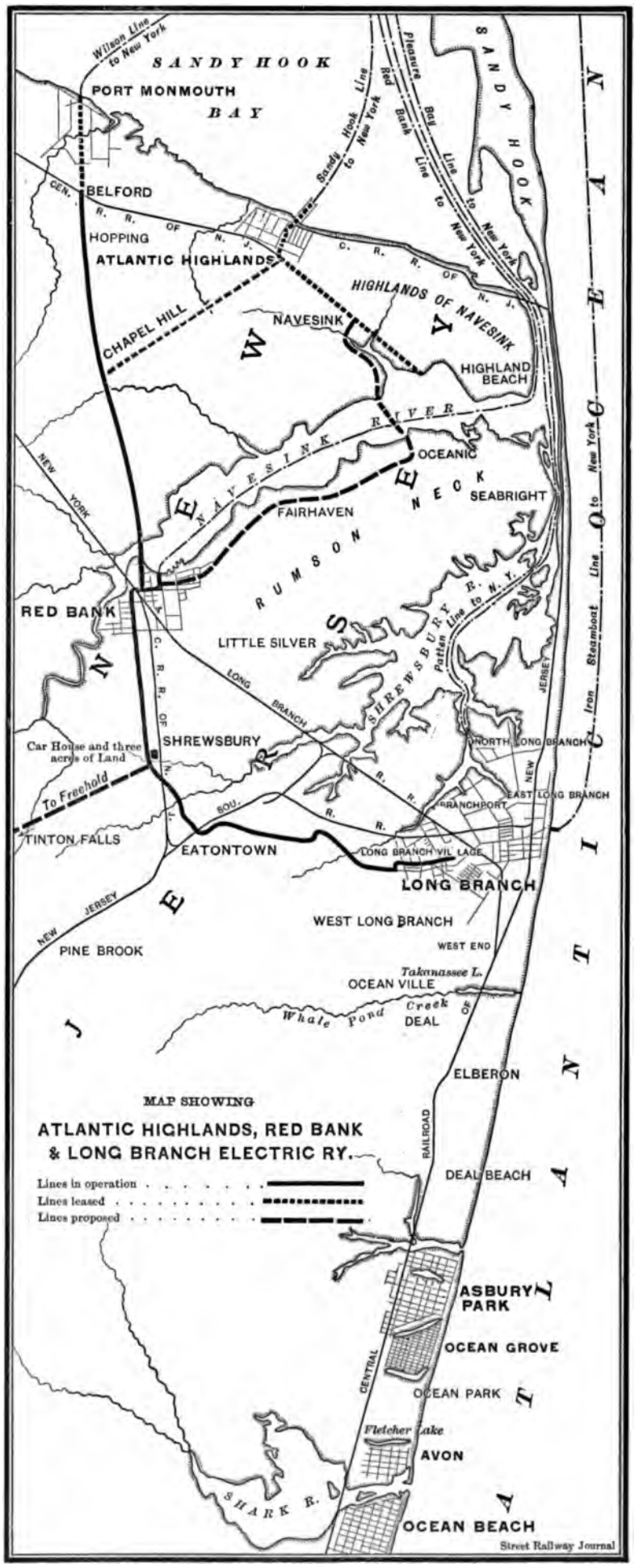
DIRECTORS.—S. B. Dutcher, L. G. Arnott, Wm. Stevens. A. B. Eldridge, Chas. A. Porter, H. S. Evans, A. G. Greenberg, A. J. Allen.

GENERAL OFFICE, Red Bank, N. J.

REFERENCE.—Description of road, Vol. XII, Sept. '96 p. 508 (ill.).

Date of information, Feb., 1897. a d

For map of road see next column.



Please note date of information at end of each report.

RED CLOUD, NEB.

Population in 1890, 3,777; in 1900, 4,624; in 1905 including suburbs, local estimates), 7,000.

Red Cloud Street Railway Co.—Municipal franchise granted 1890, for 20 years.

PLANT AND EQUIPMENT.—Miles of track horse, 1.5; total, 1 horses, 3 horse cars.

POWER.—Purchased from M. Cassill.

Date of information, Feb., 1905.

REDLANDS, CAL.

Population in 1890, 4,534; in 1900 (local estimate), 6,500.

Redlands Street Railway Co.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track horse, 2.5; total, 2.5; gauge, 4 ft. 8½ in.; 20 lb. T rail; 1 horse, 1 horse car (Baker Iron Works car).

OFFICERS.—Pres. A. E. Sterling, V.-Pres. Chas. Vivian; Treas. First National Bank; Sec. Mgr. Supt. & Purch. Agt. J. V. Vivian.

Date of information, Mar., 1905.

RED OAK, IA.

Population in 1890, 3,775; in 1900, 5,421.

Red Oak Street Railway Co.

CAPITAL STOCK, $75,000.

OPERATIONS.—Year ending Dec. 31, 1904.

Gross receipts	$8,000
Operating expenses	4,000
Earnings from operation	$4,000
Taxes	400
Net income	$3,600

PLANT AND EQUIPMENT.—Miles of track horse, 2.25, gauge 4 ft. 8½ in., 20 lb. flat rail; 4 horses, 2 horse cars.

OFFICERS.—Pres. Asst. Mgr. & Supt. Martin Bergman; Sec. F. M. Breckbill.

Date of information, May, 1905.

RENSSELAER, N. Y.

Population in 1890, 7,650; in 1900, 9,261.

Rensselaer & Rensselaerville Short Surface Railroad Co.—Chartered Feb., 1903; charter extended to May, 1906. Annual meeting fourth Monday in Apr. This road is in process of construction.

CAPITAL STOCK, authorized $50,000; issued $5,000; par value $100 per share.

OFFICERS.—Pres. Robert H. Hunter; Sec. & Treas. J. L. Williams.

DIRECTORS.—Robt. H. Hunter, J. L. Williams, E. A. Wilbur of Poughkeepsie, N. Y.; A. E. Hoffman, Jas. Eastman, Robt. H. Hoffman, E. M. Harris, Wm. A. Hogan, A. J. Ryder of Rensselaer, N. Y.

OFFICE.—Corner Rensselaer, N. Y.

Date of information, Dec., 1904.

RICHMOND, IND.

Population in 1890, 13,226; in 1900, 18,226; in 1905 (local estimate), 22,000.

Richmond Traction Co.—This company was organized as a successor to the Richmond City Electric Street Ry. Co., whose property was sold Sept., 1902, under foreclosure of mortgage to E. V. Partipo, representing the bondholders.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT, issued $500,000.

PLANT AND EQUIPMENT.—Miles of track electric, 21; gauge, 4 ft. 8½ in.; 40 lb. and 50 lb. T rail; 24 cars, of which 12 are motor cars and 12 trail cars; Russell engines; Gen. Elec. dynamos and motors; St. Louis cars.

OFFICERS.—Trustee for reorganization, E. V. Partipo; Gen. Mgr. & Pur. Agt., E. Kessler; Elec. Engr., Geo. L. Knight; Power Station, Front St.

DIRECTORS.—Representing Mr. E. Mar[illegible] pal [illegible]

Date of information, May, 1905.

RICHMOND, VA.

MUNICIPAL STATISTICS AND INFORMATION.

LOCATION.—Richmond, the capital of Virginia and the county seat of Henrico County, is situated in the eastern part of the State at the head of tide water on the James R[illegible]

POPULATION.—The population in 1890 was 81,388; in 1900, 85,050, an increase of 3[illegible] per cent; and in 1905, about 100,000 and including the city of Manchester and other suburbs, 125,000.

RAILROAD AND STEAMBOAT CONNECTIONS.—The following railroads enter the city: Chesapeake & Ohio R. R., Richmond & Danville R. R., Atlantic Coast Line and Richmond, Fredericksburg & Potomac R. R. In addition to these regular lines of steamers operate to New York, Philadelphia and Baltimore. The James River and Kanawha Canal extends from Richmond to Buchanan, 200 miles.

MANUFACTURING AND COMMERCIAL INTERESTS.—A census of about [illegible],000 is employed in the various manufacturing industries of the city, the principal productions being millet, fertilizers, paper, tobacco, cigars and cigarettes, lumber, boots and shoes, agricultural implements, flour. Richmond has a very large export trade in tobacco, flour and manufactured iron. About 8,000 hands are employed in the manufacturing industries, receiving in wages about $[illegible],000 per annum, and the value of the product is about $[illegible],000 per annum.

BANKING CAPITAL.—There are now [illegible] national banks with a combined capital and surplus of $[illegible],000; 1 state banks, with capital and surplus of $[illegible]; 1 trust company with capital and surplus of $[illegible],000, and 1 private bank. The total banking capital is $[illegible],000.

ASSESSED VALUATION.—The assessed valuation of real estate is [illegible] $[illegible],000. The assessed valuation of the personal property is $[illegible],000. The total valuation of real and personal property is $[illegible],000.

MUNICIPAL DEBT.—The total municipal debt of the city is [illegible] $[illegible],000.

TAX RATE.—The tax rate is [illegible] $[illegible] per $1,000.

STREET RAILWAY SYSTEM—Descriptive.

Richmond stands at the head of tide water, on the north bank of the James River and ships of 21 ft. draft can come to its docks. It is built in a series of hills. The great warehouses and most of the manufacturing establishments are at or near the river, parallel to which are the chief business thoroughfares. Water power is furnished by the James, which has a fall of 120 ft. in 7 miles. The manufacturing interests of Richmond are very important, and its four and one half miles are among the largest in the South. It has always been a great tobacco center. Besides the capitol, the city contains many state and public institutions and various colleges and schools.

STREET RAILWAY SYSTEM—Present Companies.

Richmond Railway & Electric Co.—Chartered Feb., 1903. This company is a consolidation of several street railway lines in Richmond, and controls the street railway traffic in Richmond and Manchester. It leases the property of the Richmond & Manchester R. R. Co., guaranteeing 5 per cent. on the $[illegible],000 bonds of that company.

CAPITAL STOCK, authorized and issued, $[illegible],000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 per cent. gold bonds, authorized and issued, $[illegible],000; coupon, but may be registered; dated 1903, due 1933; interest, 5 per cent. payable Jan. and July, at office of Guaranty Trust Co. of New York, trustee of mortgage.

OPERATIONS.—Year ending Dec. 31.

	1900.	1901.	1902.	1903.	1904.
Gross receipts	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Operating expenses	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Earnings from oper.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Deduct from earnings					
Interest	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Net income	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PLANT AND EQUIPMENT.—Miles of track electric, 81; gauge, 4 ft. 8½ in.; 91 lb. flat and 100 lb. girder rail; 111 cars. Gen. Elec. and Westinghouse motors.

OFFICERS.—Pres. J. P. Wilson; V.-Pres. & Treas. G. E. Fisher; New York office, Sec. & Asst. Treas. Edward E. Tupper; New York office, Asst. Sec. Donald E. Tupper; New York office, Asst. Treas. J. H. Wilbur; Supt. Light Dept., E. V. Trafford; Supt. Manchester Div., E. R. Graham.

GENERAL OFFICE.—[illegible] of the St. New York office, 49 and 51 Wall St.

Date of information, Feb., 1905.

Richmond & Manchester Railway Co.—This property is leased to the Richmond Ry. & Electric Co., which see.

Date of information, Feb., 1905.

Richmond Traction Co.—[illegible] to be granted Aug. 25, [illegible]. This company began operating a line on Dec. 25, 1900, with [illegible] miles of track.

CAPITAL STOCK, all paid and issued, $[illegible].

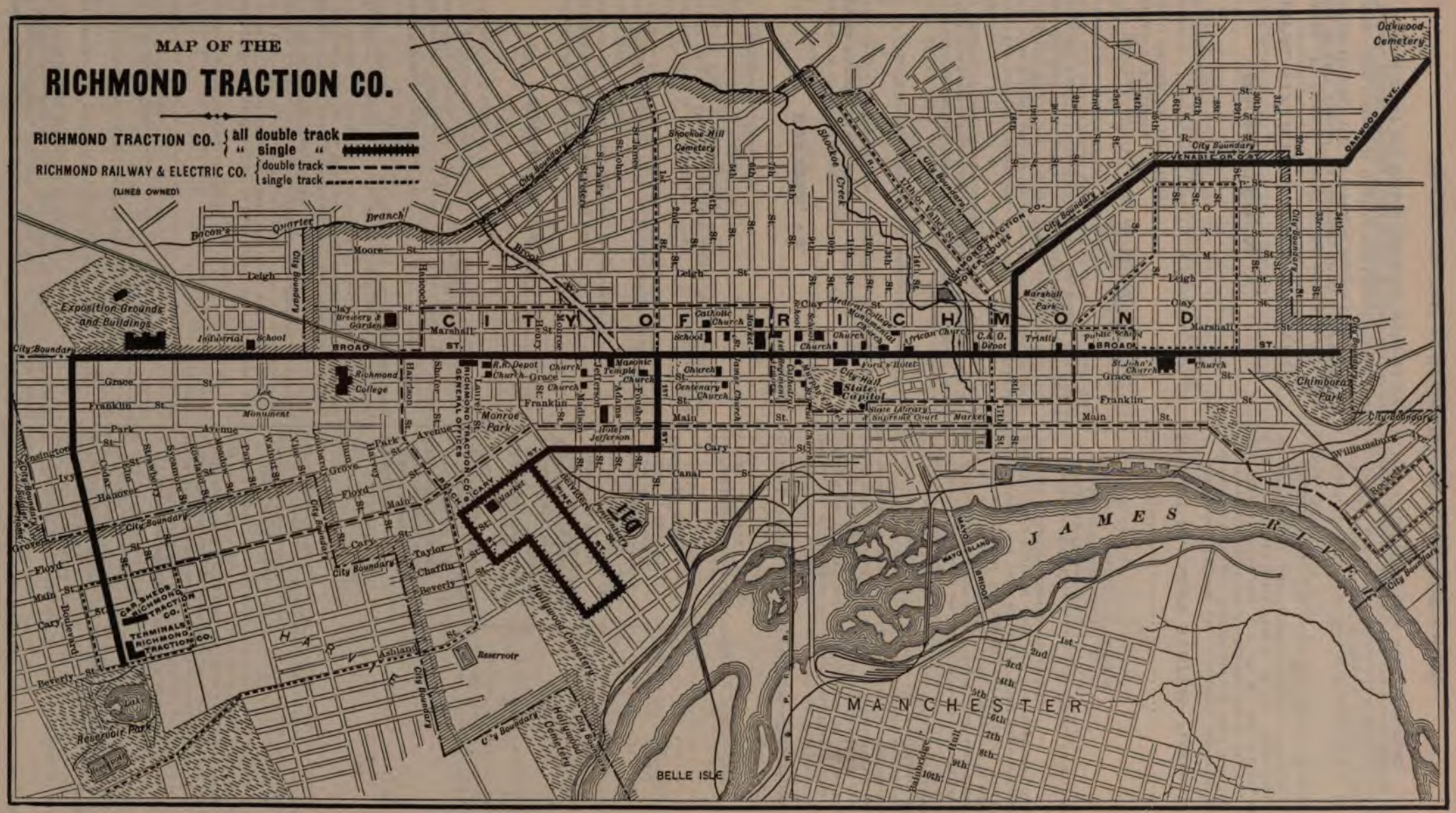
MAP OF THE

RICHMOND TRACTION CO.

RICHMOND TRACTION CO. { all double track
" single "

RICHMOND RAILWAY & ELECTRIC CO. { double track
single track

(LINES OWNED)



Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $300,000; dated Nov. 1, 1895, due 1925; denom., $1,000; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

***Operation.**— For period from June 19, 1896, to Dec. 31, 1896.

Gross receipts	$62,162
Operating expenses (including taxes and insurance)	37,387
Earnings from operation	24,775
Deduction from earnings.	
Interest	12,500
Net income	12,275

*Operating about 13 miles of track.

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. T. and 95 lb. girder rail, 58 cars of which 48 are motor cars, and 10 trail cars; 700 H. P. station plant, 450 H. P. Corliss engines, 300 H. P. boilers, Gen. Elec. dynamos and motors; American and St. Louis cars; Peckham trucks.

Officers.—Pres. J. Skelton Williams, V. Pres. Gen. Man. & Pur. Agt. W. M. Habliston, Sec. E. Waddey, Treas. R. Lancaster Williams, Supt. E. J. Willis, Ch. Engr. A. Langstaff Johnston.

Directors—J. Skelton Williams, W. M. Habliston, P. B. Sheild, William Wirt Henry, E. Waddey, of Richmond, Va.; J. Wm. Middendorf, H. A. Parr, of Baltimore, Md.

General Office. 1112 E. Main St.

References.—Description of track, Vol. XII, Aug. '96, p. 489 (ill.); description of road, Vol. XIII, Jan., '97, p. 39 (ill.).

Date of information, Mar., 1897. a

For map of road see page 229.

RIVERSIDE, CAL.

Population in 1890. 4,683.

Riverside & Arlington Railway Co.

CAPITAL STOCK, authorized, $250,000, issued, $58,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 14, gauge, 4 ft. 8½ in.; 16 lb. to 20 lb. T rail; 3 horses, 22 mules, 10 horse cars; St. Louis cars.

OFFICERS.—Pres. S. C. Evans, V. Pres. J. S. Castleman, Sec. F. A. Miller, Treas. Orange Growers' Bank, Gen. Man. Supt. Pur. Agt. & Ch. Engr. G. O. Newman.

GENERAL OFFICE, cor. Main & 7th St.

Date of information, Dec., 1896. d

ROANOKE, VA.

Population in 1880, 669, in 1890, 16,159.

Roanoke Street Railway Co.—Chartered May 2, 1887.

CAPITAL STOCK.—Common stock, authorized, $500,000, issued, $300,000,

6 p. c. cumulative preferred stock, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $350,000; coupon, but may be registered; dated May 1, 1892, due 1922; denom. $100 and $500; int. payable May and Nov., at office of Fidelity Insurance Trust & Safe Deposit Co., of Philadelphia.

NOTE.—The unissued bonds may be issued for extensions and acquisition of new lines, and for the renewal, increase and improvement of its plant and equipment to the amount of 90 p. c. of cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 50 lb. T rail; 13 cars, of which 11 are motor cars and 2 trail cars; A. & S. and McIntosh & Seymour engines, Gen. Elec. and West. dynamos and motors, Gilbert and Brill cars.

OFFICERS.—Pres. H. S. Trout, V. Pres. & Treas. J. T. Engleby, Sec. G. C. McCahan, Gen. Man. S. W. Jamison, Ch. Engr. of Power Station F. O. James.

GENERAL OFFICE, 105 Terry Bldg.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 722 (ill.).

Date of information, May, 1897. a d z

ROCHESTER, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Rochester is located in the western part of New York State, on both sides of the Genesee River, 7 miles above its mouth in Lake Ontario. It is the capital of Monroe County.

Suburbs.—The villages of Brighton and Charlotte and the suburban resorts, Ontario Beach, Summerville, Windsor Beach, Sea Breeze, Irondequoit Bay and Manitou Beach are connected with Rochester by street railway lines. The population of the two suburban villages named was 1,635 in 1890.

Railroad Connections.—The New York Central & Hudson River R. R., with its branch and leased lines, the New York, Lake Erie & Western R. R., the Lehigh Valley R. R., the Western New York & Pennsylvania R. R., the Delaware, Lackawanna & Western R. R., the Northern Central R. R. and the Buffalo, Rochester & Pittsburgh R.R. are the principal railroad systems entering Rochester. The city is also on the Erie Canal.

Manufacturing and Commercial Interests.—Rochester has a large trade with Canada in coal, and with all parts of the country in garden seeds, fruits, plants and trees. A capital of about $46,000,000 is employed in the various manufacturing industries of the city, the principal productions being clothing, beer and other malt liquors, boots and shoes, safes, lumber, patent medicines, furniture, carriages and wagons, flour, tobacco, canned goods, cigars and cigarettes.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $1,435,000; 8 state banks with capital and surplus of $2,253,000, and 2 trust companies with capital and surplus of $860,000. The total banking capital is $4,548,000.

	1880.	1890.	Latest.
Population	89,366c	133,896c	160,000a
Area, in square miles			16
Population per square mile			
Assessed Valuation.			
Real estate (⅓ actual value)	$ 34,408,725c	88,053,750	100,054,350b
Personal property	$ 1,432,144	5,937,950	5,692,304b
Total	$ 35,840,869	93,991,700	105,746,654b
" per cap	$ 401	701	
***Municipal Debt.** net	$ 5,440,686c	5,257,959c	8,424,000d
" " per cap	$ 61	39	
Tax Rate, per $1,000	$ 23.86	15.21	20.37b
Manufacturing Interests.			
No. of establishments	735c	1,889c	
Capital invested	$ 13,161,870c	45,831,677c	
" " per cap	$ 147	342	
No. of employes	14,607c	32,429c	
Wages per annum	$ 5,217,713c	16,501,405c	
Cost of materials	$ 16,446,815c	37,915,353c	
Value of product	$ 26,478,266c	73,164,696c	
Banking Capital	$		4,548,000d
" " per cap	$		

* Including water debt, deducting sinking fund. a approximate. b 1896. c Census. d 1897.

STREET RAILWAY SYSTEM—Descriptive.

Rochester covers an area of 16 sq. miles and is divided into two nearly equal parts by the Genesee River which, in its passage through the city and suburbs, descends 300 ft. within three miles, and has three perpendicular falls of 96, 26 and 84 ft. respectively. The first is in the heart of the city and, in common with the others about two miles below, has been largely utilized for manufacturing purposes. This enormous water power has greatly promoted the growth of the city and must remain a constant and vital factor in its development. At right angles to the river, the city is traversed by Main Street, its geographical and business center. The service is admirable and the routes are well planned to secure the business arising from the scattered manufactories and large distances in the city proper. Outside of city limits, lines radiate to the environs and the pleasure resorts and beaches on Lake Ontario. The traffic from the latter source is a local feature of great importance, and during the pleasant seasons of the year assumes enormous proportions. The following companies operate the system:

Rochester Ry. Co.	Owns and operates	77.45	miles.
Rochester Electric Ry. Co.	" "	8.76	"
Rochester & Irondequoit R. R. Co.	" "	15.42	"
Rochester, Charlotte & Manitou R. R. Co.	" "	7.75	"
Total		109.38	miles.

STREET RAILWAY SYSTEM—Present Companies.

Rochester Railway Co.—Chartered Feb. 25, 1890, for 99 years with right to renewal. Annual meeting third Tuesday in Jan. This is a consolidation of the Rochester City & Brighton R. R. Co. (incorp. May 31, 1862 under N. Y. R. R. Act of 1850), the Crosstown R. R. Co., and the South Park R. R. Co. This company owns and operates the entire street railway system of the city.

Capital Stock, authorized and issued $5,000,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued $2,200,000, in escrow (see Note), $800,000; coupon, but may be registered; dated Apr. 1, 1890, due 1930; denom. $1,000; int. payable Apr. and Oct. at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Please note date of information at end of each report.

Debenture 6 p. c. gold bonds, $600 000; dated Mar. 1, 1891, due 1911, with privilege of redemption after 1901; denom. $500; int. payable Mar. and Sept., at office of company.

Second mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $750,000, in escrow (see Note), $750,000; coupon, but may be registered; dated Oct. 4 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Security Trust Co. of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s first mortgage 7 p. c. bonds, $200,000; dated Oct. 1, 1863, due 1895; denom. $500; int. payable Apr. and Oct., at office of Central Bank, of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s second mortgage 6 p. c. bonds, $500,000; dated Jan., 1, 1872, due 1902; denom. $500; int. payable Jan. and July, at office of Central Bank, of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s third mortgage 6 p. c. bonds, $175,000; dated Apr. 1, 1889, due 1919; denom. $500; int. payable Apr. and Oct., at office of Central Bank, of Rochester, trustee of mortgage.

6 p. c. collateral trust notes, $182,000; dated Mar., 1895, due 1905; int. payable Mar. and Sept.

Note.—$1,000,000 of the first mortgage bonds are held in escrow by the Solicitors' Loan & Trust Co. of Philadelphia, trustee, to retire, at maturity, the three issues of the Rochester City & Brighton R. R. Co. described above.

$750,000 of the second mortgage bonds are held in escrow by the trustee to fund or retire at maturity the $600,000 of debenture bonds above described. The remainder of the second mortgage bonds ($750,000) have been issued and sold to pay off the floating debt.

It is provided in the first mortgage deed that the sum of $25,000 per annum from the net earnings shall be deposited with the trustee for a sinking fund.

Leased Roads.—In Sept., 1894, the company leased the property of the Rochester Electric Ry. Co. for the term of 50 years, paying a rental of $16,000 per annum, equivalent to 8 p. c. on its capital stock. It is further agreed that the lessor is to receive, in the form of dividends, 25 p. c. of its own gross receipts above $55,000.

Franchises.—The company's franchises are perpetual and exclusive upon the streets already occupied, which are the principal ones in the city.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass...	$746,815	$793,319	$768,804	$859,790	$847,441
" other sources.	17,575	6,045	13,716	13,655	8,253
" total.....	764,390	799,364	782,520	873,445	855,694
Operating expenses..	414,336	426,562	448,304	517,519	593,905
Earnings from oper...	350.054	372,802	334,216	355,926	261,789
Dedu. from earnings.					
Interest on bonds	179,006	186,000	219,013	243,607	245,203
Taxes.....	42,849	47,994	44,958	52,437	58,180
Rentals.....			5,074	13,074	4,673
Net income.....	128,199	138,809	65,171	46,808	*46,267
P.c.op.ex.to total rcpts.	54.2	53.3	57.3	60.2	70.1

*Deficit.

Balance Sheet.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment....	$9,871,263	$ 9,837,596	$ 9,927,614
Open accounts.....	13,000	20,670	25,587
Accrued interest.....	10,543	14,947	
Other assets.....	9,104		20,577
Cash		5,252	4,050
Stocks and bonds.....		171,000	172,000
Total.....	$9 903,910	$10,049,465	$10,149,828
LIABILITIES.			
Capital stock.....	$5,000,000	$ 5,000,000	$ 5,000,000
Funded debt.....	4,121,600	4,407,000	4,407,000
Bills payable.....	278,193	96,000	218,787
Other liabilities.....	10,710	6,250	28,809
Open accounts,.....			12,447
Accrued interest, etc.....			5,098
Profit and loss (surplus).....	493.407	540,215	477,687
Total.....	$9,903,910	$10,049,465	$10,149,828

Plant and Equipment.—Miles of main line, 43,85, of second track, 31.58, of sidings, 2.02, total track (electric). 77.45; gauge, 4 ft. 8½ in.; 50 miles 78 lb. girder rail construction, 26.5 miles T rail construction, 32 miles of paved streets; 20 horses, 227 cars, of which 162 are motor cars and 65 trail cars; 3,000 H. P. station plant; Gen. Elec. and West. dynamos and motors.

Officers.—Pres Frederick Cook, V. Pres. & Gen. Man. T. J. Nicholl, Sec. G. Morehouse, Treas. Frederic P. Allen, Supt. Jos. W. Hicks, Ch. Engr. J. H. Finucan, Mast. Mech. Alfred Green.

Directors.—H. Sellers McKee, E. M. Upton, Benj. Graham, of N. Y. City; Horace McGee, T. DeWitt Cuyler, of Philadelphia, Pa.; Jacob Gerling, John N. Beckley, Frederick Cook, A. E. Perkins, F. R. Allen. Eugene H. Satterlee, Harold P. Brewster, Geo. W. Archer, T. J. Nicholl, of Rochester, N. Y.

General Office, 267 State St.

References.—Description of road, Vol. VII, Jan., '91, p. 1 (ill.); Vol. VIII, Mar., '92, p. 132 (ill.); description of power plant, Vol. VII, Apr., '91, p. 163 (ill.); description of track construction, Vol. VI, Oct., '90, p. 491 (ill.); operating detail, transfers, Vol. IX, Apr.,'93,p.257 (ill.); track construction (brief), Vol. XII, Dec. '96, p. 753; operating detail, Vol. XII, Dec. '96, p. 754 (ill.); repair shops, Vol. XII, Dec. '96, p. 760 (ill.); power house records, Vol. XII, Dec., '96, p. 762.

Date of information, May, 1897. b z y

Rochester Electric Railway Co.—Chartered Aug., 1887. Annual meeting second Tuesday in June. The property of this company was leased (Sept., 1894,) to the Rochester Ry. Co., for 50 years, at a rental of $16,000 per annum and 25 p. c. of its gross receipts above $55,000.

Capital Stock, authorized and issued, $200,000; par value, $100 per share.

Operation.—After 1894 included in report of Rochester Ry. Co. The following is the report for the year ending June 30,

	1892.	1893.	1894.
Receipts from passengers.....	$46,682	$55,862	$50,386
" other sources.....	563	564	
" total.....	47,245	56,426	50,386
Operating expenses.....	30,797	37,510	36,568
Earnings from operation.....	16,448	18,916	13,818
Deductions from earnings.			
Taxes.....	1,793	2.033	1,567
Net income.....	14,655	16,883	12,251
Dividends paid, 7 p. c.....		14,000	
To surplus account.....	14,655	2,883	
Total surplus account.....	28,865	31,748	43,998
Per cent. op. exp. to total receipts.....	65.3	66.5	72.6

Balance Sheet.—Dated June 30, 1894. 1895. 1896.

ASSETS.			
Cost of road.....	$172,762	$137,823	$137,823
" equipment.....	59,763	94,702	94,702
Current assets.....	1,410		
Other assets*.....	10,063	10,063	10,063
Total.....	$243,998	$242,588	$242,588
LIABILITIES.			
Capital stock.....	$200,000	$200,000	$200,000
Profit and loss (surplus).....	43,998	42,588	42,588
Total.....	$243,998	$242,588	$242,588

*Stock Rochester & Charlotte Turnpike Co.

Plant and Equipment.—Miles of main line, 4.63, of second track, 4.13, total track (electric), 8.76; gauge, 4 ft. 8½ in.; 40 lb. T rail; 23 motor cars; 450 H. P. station plant; Gen. Elec. dynamos and motors.

Officers.—Pres. J. N. Beckley, V. Pres. Chas. S. Baker, Sec. & Treas. F. P. Allen, Gen. Man. T. J. Nicholl, Supt. J. W. Hicks.

Directors.—Arthur Leutchford, John N. Beckley, M. H. Briggs, C. F. Pond, C. S. Baker, F. Cook, P. Cox, C. C. Woodworth, W. C. Barry, of Rochester; H. Sellers McKee, of Pittsburgh, Pa.; Benj. Graham, of New York, N. Y.; H. Magee, T. Dewitt Cuyler, of Philadelphia, Pa.

General Office, Charlotte, N. Y.

Date of information, May, 1897. b z

Rochester & Irondequoit Railroad Co.—Chartered May 19, 1893. On Nov. 1, 1893, this company leased the property of the Rochester & Lake Ontario Ry. Co., the lease to run for and during the corporate existence of the lessor. By the terms of the lease the lessee is to pay 15 p. c. per annum upon the capital stock ($65,000) of the lessor, payable Apr. 1 and Oct. 1. Annual meeting first Monday in Nov.

Capital Stock, authorized, $1,000,000, issued, $700,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $500,000, issued, $350,000; dated Oct. 1, 1893, due 1933; int. payable Apr. and Oct.

Operation.—Including earnings from the Rochester & Lake Ontario Ry. Co. from Nov. 1, 1893, to June 30, 1894, and the Rochester & Irondequoit R. R. Co. for 108 days in the spring of 1894.

Please note date of information at end of each report.

Year ending June 30,	1894.	1895.	1896.
Receipts from passengers	$16,446	$40,636	$43,248
" other sources	11,393	21,297	24,036
" total	27,839	61,933	67,284
Operating expenses	11,593	19,265	27,742
Earnings from operation	16,246	42,668	39,542
Deductions from earnings.			
Interest on bonds	4,375	20,522	24,438
Taxes	982	2,577	3,366
Rental	6,500	9,750	9,750
Net income	4,389	9,820	1,988
Total surplus account	4,389	14,209	16,197

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 6,733	$10,346
Transportation expenses	10,966	12,516
Maintenance of way and buildings	1,051	2,914
" " equipment	514	1,966
Total	$19,265	$27,742

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	571,406
Car miles run	161,170
Total receipts per car mile	$.417
Operating expenses per car mile	.172

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 429,761	$ 452,659	$ 458,318
" equipment	36,800	38,616	38,764
Other permanent investments	678,792	728,781	745,808
Cash and current assets	10,101	18,107	17,792
Total	$1,155,454	$1,238,163	$1,260,682
LIABILITIES.			
Capital stock	$ 700,000	$ 700,000	$ 700,000
Funded debt	350,000	350,000	350,000
Bills payable	90,000	180	3,610
Loans		162,650	180,000
Interest		4,375	4,375
Other liabilities	11,065	6,749	6,500
Profit and loss (surplus)	4,389	12,209	16,197
Total	$1,155,454	$1,238,163	$1,260,682

Plant and Equipment.—Miles of track, 15.42; operated by electricity, 9, by steam dummy, 6.42; gauge, 4 ft. 8½ in.; 40 lb. to 56 lb. rail; 16 cars, of which 10 are motor cars and 6 other cars; 3 dummies.

Officers.—Pres. John N. Beckley, V. Pres. Max Brickner, Sec. Wm. D. Ellwanger, Treas. Frederick Cook, Supt. J. W. Hicks.

Directors.—John N. Beckley, Frederick Cook, W. E. Barry, Max Brickner, H. C. Brewster, Wm. D. Ellwanger, Bernard Dunn, Frank Upton, Jacob Gerling, Louis Greisheimer, Frederick W. Smith, of Rochester; H. Hawks, of New York City; Abram J. Katz, Wm. Purceil, George Wilder.

General Office, Windsor Beach, town of Irondequoit. P. O. address, Rochester, N. Y.

Date of information, Nov., 1896. b

Rochester, Charlotte & Manitou Railroad Co.—Chartered Mar. 14, 1895. This company operates a line during the summer months between Charlotte and Manitou.

Capital Stock, authorized, $100,000, issued, $97,500.

Funded Debt.—First mortgage 5 p. c. bonds, authorized $82,000, issued, $81,250; dated Oct. 1, 1895; due 1925; int. payable Dec. 1.

Operation.—Year ending June 30, 1896.

Receipts from passengers	$11,043
" other sources	472
" total	11,515
Operating expenses	10,383
Earnings from operation	1,132
Deductions from earnings.	
Interest	2,370
Taxes	773
Net deficit	2,011
Total deficit account	1,719

OPERATING EXPENSES.

Year ending June 30, 1896.	
General expenses	$3,562
Transportation expenses	5,499
Maintenance of way and buildings	660
" " equipment	662
Total	$10,383

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	104,131
Car miles run	70,664
Total receipts per car mile	$.163
Operating expenses per car mile	.147

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$177,193	Capital stock	$97,500
" equipment	1,179	Funded debt	81,250
Cash	761	Interest	2,370
Bills receivable	268		
Profit and loss (deficit)	1,719		
Total	$181,120	Total	$181,120

Plant and Equipment.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 40 lb. steel rail; 10 cars, of which 9 are passenger cars and 1 freight car.

Officers.—Pres. Michael Doyle, V. Pres. Valentine Fleckenstein, Sec. & Treas. Jas. L. Hotchkiss.

Directors.—Michael Doyle, Otis H. Robinson, Charles W. Briggs, Emmett H. Craig, Valentine Fleckenstein, Martin Beattie, Jacob Odenbach, L. Warfield, James L. Hotchkiss.

General Office, Rochester, N. Y.

Date of information, Nov., 1896. b

NEW CORPORATION.

Irondequoit Park Railroad Co.—Chartered Oct. 18, 1895, as the successor to the Rochester & Glen Haven R. R. Co. Annual meeting second Tuesday in Jan. The old road has been entirely rebuilt. Operation on the new road was begun in May, 1896.

Capital Stock, authorized and issued, $100,000.

Operation.—Month ending June 30, 1896.

Gross receipts	$3,153
Operating expenses	1,469
Earnings from operation	1,684

Balance Sheet.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$ 95,662	Capital stock	$100,000
" equipment	16,373	Accounts payable	25,000
Bills receivable	14,649	Profit and loss (surplus)	1,684
Total	$126,684	Total	$126,684

Plant and Equipment.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. C. C. Woodworth, Sec. & Treas. J. M. Taylor, Supt. Thomas M. Lynn.

Directors —C. C. Woodworth, N. Brayer, Frank Ritter, C. B. Woodworth, John W. Taylor, Frank Taylor, F. P. Crouch, J. M. Taylor, J. D. Lynn.

General Office, Rochester, N. Y.

Date of information, May, 1897. b z

ROCHESTER, PA.

Population in 1880, 2,552, in 1890, 3,635.

People's Electric Street Railway Co.—This company operates a line through Rochester township and boroughs of Freedom and St. Clair.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated May 1, 1892, due 1912; int. payable May and Nov., at office of Union Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Gross receipts	$17,424	$15,091	$18,526
Operating expenses	10,056	11,404	14,799
Earnings from operation	7,368	3,687	3,727
Deductions from earnings			
Interest	3,834		3,000
Taxes	490		
Net income	3,044		
Dividends paid	1,500		
To surplus account	1,544		

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$124,302	$124,302	$124,550
" equipment	86,805	87,017	90,547
Real estate	2,503	2,503	2,609
Interest, insurance etc		250	
Sundry debtors		439	
Other assets	1,355	977	1,539
Profit and loss (deficit)		5,087	4,360
Total	$214,965	$220,576	$223,605
LIABILITIES.			
Capital stock	$150,000	$150,000	$150,000
Funded debt	50,000	50,000	50,000
Bills payable	11,400	15,145	20,452
Other liabilities	2,925	5,431	3,153
Surplus	640		
Total	$214,965	$220,576	$223,605

PLANT AND EQUIPMENT.—Miles of track (electric), 3.7; gauge, 5 ft. 2½ in.; 45 lb. T and girder rail; 4 motor cars; Phœnix engines, Gen. Elec. dynamos and motors, Laclede cars.

OFFICERS.—Pres. H. P. Brown, V. Pres. H. W. Reeves, Sec. J. P. Stone, Treas. C. H. Bentel, Gen. Man. J. G. Mitchell, Ch. Engr. & Elecn. A. L. Fickel.

DIRECTORS.—H. P. Brown, of Rochester, Pa.; J. G. Mitchell, of Freedom, Pa.; H. W. Reeves, Theo. P. Simpson, Henry M. Camp, Jas. P. Stone, of Beaver Falls, Pa.; Dan. H. Stone, of Beaver, Pa.

GENERAL OFFICE, Rochester, Pa.

REFERENCE.—Description of road, Vol. VIII, Oct., '92, p. 576 (ill.).

Date of information, Mar., 1897. b

ROCKAWAY, N. Y.

Population in 1890, 1,502.

Rockaway Village Railroad Co.—Chartered Mar. 18, 1886.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $25,000; dated 1886, due 1901; int. payable May and Nov.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.
Gross receipts	$1,250	$900	$1,538	$ 600
Operating expenses	397	50	1,154	154
Earnings from operation	853	850	384	446
Deductions from earnings.				
Interest on bonds	1,250	1,250	1,250	1,250
Taxes	55	85	81	111
Other deductions				
Deficit	452	485	947	914
Total deficit	5,597	6,082	6,586	7,500

NOTE.—The receiver reports that the road was not operated during 1896.

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$49,725	$49,724	$49.724
" equipment	709	709	709
Cash assets	3	338	109
Profit and loss (deficit)	6,586	7,501	8,980
Total	$57,023	$58,273	$59,522
LIABILITIES.			
Capital stock	$25,000	$25,000	$25,000
Funded debt	25,000	25,000	25,000
Other liabilities	7,023	8,273	9,522
Total	$57,023	$58,273	$59,522

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 4 ft. 8½ in.; 47 lb. center bearing rail; 10 horses, 3 horse cars.

OFFICERS.—Receiver Treas. & Gen. Man. D. L. Haight, Pres. C. A. Cheever, V. Pres. I. D. Cheever, Sec. I. S. Auerbach.

DIRECTORS.—J. D. Cheever, C. A. Cheever, D. L. Haight, I. S. Auerbach, P. Donahue, of New York City; W. A. Wynn, of Far Rockaway, N. Y.; C. Cunningham, of Brooklyn, N. Y.

GENERAL OFFICE, 192 Nassau St., New York.

Date of information, May, 1897. b z

ROCKFORD, ILL.

Population in 1880, 13,129, in 1890, 23,589.

Rockford City Street Railway Co.—Chartered Jan. 20, 1890.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $125,000; dated May 1, 1890, due 1910; int. payable May and Nov., at office of Northern Trust Co., of Chicago, Ill., trustee of mortgage.

Second mortgage 7 p. c. bonds, $70,000; dated May 1, 1893, due 1898; int. payable May and Nov., at office of Northern Trust Co., of Chicago, trustee of mortgage.

NOTE.—The unissued first mortgage bonds may be issued only when the net earnings for six months are equivalent to 10 p. c. per annum on the entire issue of bonds then outstanding.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 40 lb. to 45 lb. tram and T rail; 4 horses, 20 cars, of which 18 are motor cars and 2 trail cars; Ball and Ide engines, Gen. Elec. dynamos and motors, Laclede and St. Louis cars.

OFFICERS.—Pres. R. N. Baylis, Sec. F. W. McAssey, Treas. W. F. Woodruff, Gen. Man. Supt. & Pur. Agt. T. M. Ellis, Elecn. H. J. Termolhen.

Date of information, Feb., 1897.

Rockford Traction Co.—This company is the successor to the West End Street Ry. Co.

CAPITAL STOCK, authorized, and issued, $300,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.26, of road, 11.26; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. girder rail; 16 cars, of which 13 are motor cars and 3 trail cars; Ide engines, Short dynamos, Short and Walker motors, Northern and Stephenson cars.

OFFICERS.—Pres. John Farson (Chicago), Sec. & Treas. H. B. White (Chicago).

GENERAL OFFICE, 115 Dearborn St., Chicago, Ill.

Date of information, May, 1897. a z

ROCKLAND, ME.

Population of Rockland, Thomaston and Camden in 1880, 15,002; n 1890, 15,804.

Rockland, Thomaston & Camden Street Railway Co.—Chartered June 27, 1891. This road is a consolidation of the Camden & Rockport Street R. R. Co. and the Rockland Street Ry. Co.

CAPITAL STOCK, authorized, $300,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $250,000; dated May 1, 1892, due 1922; int. payable Jan. and July, at office of National Exchange Bank, of Boston.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$	$	$	$56,698
" other sources				10,590
" total	48,117	63,639	63,111	67,288
Operating expenses	27,154	46,185	43,112	41,773
Earnings from operation	20,963	17,454	19,999	25,515
Deductions from earnings.				
Interest and taxes	6,811	14,357	14,564	14,682
Net income	14,152	3,097	5,435	10,833
Total surplus account		17,249	22,685	33,518

OPERATING EXPENSES.

Year ending June 30,	1893.	1894.	1895.	1896.
Maintenance of way and structur's	$ 1,826	$ 3,333	$ 3,198	$ 4,400
" " equipment	3,576	6,879	6,203	6,488
Conducting transportation	18,978	33,041	30,131	27,099
General expenses	2,773	2,932	3,580	3,786
Total	$27,154	$46,185	$43,112	$41,773

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	979,548
Car miles run	242,711
Total receipts per car mile	$.277
Operating expenses per car mile	.172

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$301,027	$303,710	$317,809
Cash and current assets	857	739	3,910
Other assets	6,946	3,956	4,239
Total	$308,830	$308,405	$325,958
LIABILITIES.			
Funded debt	$175,500	$185,000	$250,000
Current liabilities	116,080	100,721	42,439
Profit and loss (surplus)	17,249	22,685	33,519
Total	$308,830	$308,405	$325,958

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 30 lb. T rail, 11 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Briggs cars.

OFFICERS.—Pres. & Gen. Man. G. E. Macomber, Sec., H. M. Heath, Treas. A. D. Bird, Supt. & Pur. Agt. Thos. Hawken.

DIRECTORS.—George E. Macomber, J. Manchester Haynes, of Augusta, Me., H. L. Shepherd, of Rockport, Me.; S. M. Bird, W. T. Cobb, W. S. White, of Rockland, Me.; E. K. O'Brien, of Thomaston, Me.

GENERAL OFFICE, Rockland, Me.

REFERENCE.—Description of car, Vol. IX, Mar., '93, p. 104 (ill.).

Date of information, May, 1897.

ROCKPORT, MASS.

Population in 1880, 3,312; in 1890, 4,063.

Rockport Street Railway Co.—Commenced operation July 3, 1896.

CAPITAL STOCK, authorized and issued, $50,000.

OPERATION.—For period from July 3, 1896, to Sept. 30, 1896.

Gross receipts	$[illegible]
Operating expenses	[illegible]
Earnings from operation	* [illegible]
Fixed charges accrued	* [illegible]
Total surplus account	* [illegible]

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets		Liabilities	
Cost of road	$[illegible]	Capital stock	$50,000
" equipment	[illegible]	Loans and bills payable	[illegible]
Land and buildings	[illegible]	Profit and loss surplus	* [illegible]
Cash and current assets	[illegible]		
Total	$[illegible]	Total	$[illegible]

PLANT AND EQUIPMENT.—Miles of track, [illegible]; 5 motor cars, Gen. Elec. and West. Electric dynamos and motors.

OFFICERS.—Pres. John H. Cunningham, Sec. D. S. Presson; Treas. D. S. Presson, Supt. & Pur. Agt. [illegible].

DIRECTORS.—John H. Cunningham, W. S. Ferguson, D. S. Presson, A. D. Besson, [illegible] Wood, C. M. Sassaman, A. K. Stallsworth.

GENERAL OFFICE, Gloucester, Mass.

Date of information, May, 1897.

ROME, GA.

Population in 1880, 3,077; in 1890, 6,957; in 1895, 8,000.

The City Electric Railway Co.—Chartered in 1894 as a successor to the Rome Street Ry. Co., which was sold under foreclosure July 5, 1894. This company operates 15 miles of main line, besides 10 miles of track in power house, etc. [illegible] has double tracks, extending 15 miles [illegible] 25 miles.

CAPITAL STOCK, authorized, $[illegible], issued, $[illegible]; in treasury, $[illegible]; no par value. Shares [illegible].

BONDED DEBT.—First mortgage, [illegible] gold, dated [illegible], authorized $[illegible], issued, $[illegible]; in treasury, $[illegible]; dated July 1, 1894; due July 1, 1924; int. $[illegible] semi-annually in [illegible]; trustee, Union Trust Co., Washington, D. C.

Operations for year ending Dec. 31	1895.	1896.
Receipts from passengers	$[illegible]	$[illegible]
" other sources	[illegible]	[illegible]
" total	[illegible]	[illegible]
Operating expenses	[illegible]	[illegible]
Earnings from operation	[illegible]	[illegible]
Deductions from earnings:		
Interest		[illegible]
Net income		[illegible]
Fixed charges, all expenses		[illegible]

PLANT AND EQUIPMENT.—Miles of track, [illegible]; gauge, 4 ft. 8½ in.; [illegible] lb. T rail; [illegible] motor cars; Gen. Elec. and West. Electric dynamos and motors; [illegible].

OFFICERS.—Pres. [illegible] Cunningham, Sec. [illegible] Presson, Treas. & Gen. Mgr. [illegible].

DIRECTORS.—[illegible].

GENERAL OFFICE, [illegible].

Date of information, [illegible].

ROME, N. Y.

Population in [illegible].

Rome City Street Railway Co.—Chartered [illegible], as successor to [illegible].

CAPITAL STOCK, authorized, $[illegible], issued, $[illegible].

BONDED DEBT, [illegible].

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from passengers	$	$	$	$	$6,000
" other sources					115
" total	4,547	2,933	5,695	7,105	6,115
Operating expenses	4,705	3,007	5,427	6,942	6,559
Earnings from operation	142	†75	268	163	†444
Deductions from earnings:					
Interest on bonds	7,620	7,550	7,500	4,223	
" " floating debt	55	69	94	54	
Taxes	127	246	152	555	183
Deficit	7,661	7,970	7,478	4,699	627
Total deficit	45,440	*14,751	22,259	†115	512

*The sum of $35,305 was credited to profit and loss account during year ending June 30, 1893. * Deficit. † Surplus.

OPERATING EXPENSES.

Year ending June 30.	1895.	1896.
General expenses	$1,047	$ 357
Transportation expenses	4,966	4,645
Maintenance of way and buildings	156	357
" equipment	770	200
Total	$6,942	$6,559

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	120,007
Car miles run	59,425
Total receipts per car mile	$.102
Operating expenses per car mile	.111

BALANCE SHEET.—Dated June 30.

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$[illegible]	$[illegible]	$[illegible]
Cash assets	[illegible]	[illegible]	[illegible]
Other assets	[illegible]		[illegible]
Profit and loss deficit	[illegible]	[illegible]	[illegible]
Total	$[illegible]	$[illegible]	$[illegible]
LIABILITIES.			
Capital stock	$ [illegible]	$[illegible]	$[illegible]
Funded debt	[illegible]		
Bills payable	[illegible]	[illegible]	[illegible]
Other liabilities	[illegible]		
Profit and loss surplus		[illegible]	
Total	$[illegible]	$[illegible]	$[illegible]

PLANT AND EQUIPMENT.—Miles of track, horse, [illegible]; gauge, 4 ft. 8½ in.; [illegible] lb. girder rail; [illegible] horses, [illegible] horse cars, Stephenson cars.

OFFICERS.—Pres. John S. Wurtzel, V. Pres. A. J. Kessinger, Sec. Gen. Man. & Pur. Agt. Wm. J. Ryland.

DIRECTORS.—John S. Wurtzel, A. J. Kessinger, Wm. J. Symington, [illegible] Seares, Wm. L. Kingsley, John T. Biggins, Wm. P. Ryland.

GENERAL OFFICE, [illegible] John St., Rome.

Date of information, May, 1897.

RUTHERFORD, N. J.

Population in 1880, [illegible]; in 1890, [illegible].

Union Traction Co.—Chartered Nov. 2, 1894, to build a double track line from the terminus of the Consolidated Traction Co., at [illegible], thence easterly, along the Passaic River, through [illegible], Lyndhurst, Rutherford, East Rutherford, Carlstadt, Wallington, East and West Newark and Kearny, to Harrison; [illegible] commenced Aug., 1895, and the first section, [illegible] to Rutherford, with complete power plant, [illegible] equipment, [illegible] was ready for operation [illegible]. The road connects at the steam lines in New [illegible] and [illegible] communicates at the present time [illegible] with the Consolidated Traction Co., with [illegible] to Rutherford connects with the New [illegible] running from Paterson, Passaic and Clifton [illegible] Rutherford [illegible] and a connection [illegible] with the Bergen County Traction Co. to Englewood [illegible]. The [illegible] is said to be [illegible], with [illegible] $[illegible].

CAPITAL STOCK, authorized, $[illegible], issued, $[illegible], par value, [illegible].

BONDED DEBT.—The [illegible] authorized, [illegible] issued, $[illegible]; dated Dec. 1, [illegible]; due Dec. 1, [illegible]; interest, [illegible]; trustee, [illegible].

PLANT AND EQUIPMENT.—Miles of track, [illegible]; gauge, 4 ft. 8½ in.; [illegible] lb. T rail; [illegible] motor cars; [illegible] dynamos and motors; [illegible] engines, [illegible] boilers; [illegible] cars, [illegible].

Officers.—Pres. H. C. Adams, V. Pres. D. A. Pell, Sec. F. Bourne, Treas. H. H. Copeland, Ch. Engr. C. J. Field, Elecn. J. W. Gilmore.

Directors.—D. A. Pell, Samuel Taylor, H. H. Farrier, H. C. Adams, Frank Bourne, C. J. Field, C. D. Smith, C. Burrows, J. M. Dodge, H. H Copeland, A. W. Dickinson.

Executive Office, 39 Cortlandt St., New York; Local office, Rutherford, N. J.

Date of information, May, 1897. b z y

For map of road see inset between pages 236-237.

Rutherford Railway Co.—This road is not now in operation.

CAPITAL STOCK, authorized and issued, $10,000.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$110	$186	$229	$204	$137
Oper. exp. and fixed charges.	480	661	746	582	571
Net deficit	370	475	517	378	434

PLANT AND EQUIPMENT.—Miles of track (horse), 1; gauge, 4 ft. 8½ in.; 1 horse; 2 horse cars.

OFFICERS.—Pres. & Treas. Henry G. Bell, Sec. David Stoddard.

Date of information, May, 1897. z

RUTLAND, VT.

Population in 1880, 12,149, in 1890, 11,759. The decrease in population is due to subdivision of territory.

Rutland Street Railway Co.—Chartered 1885.

CAPITAL STOCK, authorized, $150,000, issued, $122,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds authorized, $100,000, issued, $81,000; dated, 1894.

PLANT AND EQUIPMENT.—Miles of track (electric), 8, of road, 8; gauge, 4 ft. 8½ in.; 62 lb. T rail; 11 cars, of which 9 are motor cars and 2 trail cars; West. motors, Brill and Stephenson cars; rent power.

OFFICERS.—Pres. J. W. Cramton, Sec. S. M. Willson, Treas. N. K. Chaffee, Supt. M. McKeogh.

GENERAL OFFICE, at car house, S. Main St.

Date of information, May, 1897. z

SACRAMENTO, CAL.

Population in 1880, 21,420, in 1890, 26,386, in 1895, 35,000.

Sacramento Electric, Gas & Railway Co.—Chartered Apr. 4, 1896, as a consolidation of the Sacramento Electric Power & Light Co., and the Folsom Water Power Co. Annual meeting fourth Thursday in Jan.

CAPITAL STOCK, authorized, $2,500,000, issued, $2,100,000, in treasury (for future acquisitions), $400,000.

FUNDED DEBT.—Sacramento Electric, Gas & Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $2,000,000, issued, $1,650,000, in escrow (see Note), $265,000, in treasury, $350,000; coupon, but may be registered; dated July 1, 1896, due 1926; denom. $1,000; int. payable May and Nov., at office of Guaranty Trust Co., of New York, or California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage.

Central Electric Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $400,000, issued, $265,000; dated June 1, 1892; denom. $1,000 and $500; int. payable Jan. and Dec., at office of Guaranty Trust Co., of New York.

NOTE.—$265,000 of the Sacramento Electric, Gas & Ry. Co.'s first mortgage bonds are held in escrow to retire the Central Electric Ry. Co.'s first mortgage bonds.

Treasury bonds may be issued for extensions.

FRANCHISES.—Municipal franchises granted in 1891, 1892 and 1893 expire in 50 years. This city requires a license fee of $5 per car per annum.

† OPERATION of railway plant only for year ending Jan. 31,

	1894.	1895.	1896.
Receipts from passengers	$132,660	$	$153,883
" other sources	8,696		618
" total	141,356	146,569	154,501
Operating expenses	73,810	67,855	72,454
Earnings from operation	67,546	78,714	82,047
Deductions from earnings.			
Interest on bonds*	15,496		
Taxes	2,503		
Net income	49,047		

*On $265,000 old issue, now retired and merged in new issue.

† Last report received is for the year ending Jan. 31, 1896.

NOTE.—Transmission plant No. 1 commenced operation July. 1895, and has furnished power to the railway system free since that date. A general city light and power service was commenced Dec.; 1895. The company owns a water power plant at Folsom, 24 miles from Sacramento, the water from which will be used to develop electrical power, and for irrigating purposes, logging, etc. The company also owns East and Oak Parks, and granite quarries.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5, gauge, 4 ft. 8½ in.; 35 lb. and 56 lb. combination rail; 35 cars, of which 32 are motor cars and 3 trail cars; 35 motors, 600 H. P. Gen. Elec. dynamos, Gen. Elec. and Sprague motors, various cars, Brill trucks; water power.

OFFICERS.—Pres. Albert Gallatin, Sec. Joshua Barker, Treas. H. P. Livermore, Gen. Man. C. P. Gilbert, Supt. F. A. Ross, Pur. Agt. W. L. Rennie, Elecn. C. W. Hutton, Ch. Engr. of Power Station, T. A. W. Shock.

DIRECTORS.—Albert Gallatin, A. J. Ralston, Horatio P. Livermore, Joshua Barker, Chas. E. Livermore.

REFERENCES.—Increase of bonds, Vol. IX, Mar., '93, p. 197; long distance transmission of electric power, Vol. XII., June, '96, p. 373.

Date of information, Dec., 1896. d

NEW CORPORATION.

Sacramento, Fair Oaks & Orangevale Railway Co.—Chartered to build an electric railway from Sacramento to Orangevale and Fair Oaks, traversing one of the richest fruit districts in California for a distance of 22 miles.

OFFICERS.—Pres. L. T. Hatfield, Treas. T. B. Hall.

DIRECTORS.—L. T. Hatfield, Fred. Cox, T. B. Hall, Geo. M. Mott, Wm. Schaw.

GENERAL OFFICE, Sacramento.

Date of information, May, 1897.

SAGINAW, MICH.

Population in 1880, 10,525, in 1890, 46,332; in 1896 (local estimates), 60,000.

Union Street Railway Co.—Chartered Oct. 5, 1887; municipal franchise granted in 1893 for 1923. In 1895 the City of Saginaw Street R. R. Co. was consolidated with this company .In Aug., 1895, this company leased the property of the Saginaw Consolidated Street Ry. Co. A receiver for this property was appointed in May, 1897, on the application of the Boston Safe Deposit & Trust Co., of Boston.

CAPITAL STOCK, authorized $450,000, issued $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $325,000; dated May 1, 1891, due 1911; int. payable Mar. and Nov., at office of Boston Safe Deposit & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 31.75; gauge, 4 ft. 8½ in.; 60 lb. T and tram rail; 12 horses; 52 cars, of which 35 are motor cars and 17 trail cars; West. engines, Rae and Walker dynamos and motors, Brill, Gilbert, Jones and Pullman cars.

OFFICERS.—Receiver Homer Loring, Pres. F. E. Snow, V. Pres. W. A. Jackson, Sec. & Treas. F. Noodruff, Gen. Man. Pur. Agt. & Ch. Engr. W. J. Hart.

REFERENCE.—Description of parks (brief), Vol. XIII., Mar., '97, p. 151.

Date of information, May, 1897. z y

Saginaw Consolidated Street Railway Co.—Chartered 1894. Leased in Aug., 1895, to the Union Street Ry. Co.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $225,000; dated 1894, due Nov. 12, 1914; coupon, but may be registered; int. payable Feb. and Aug. at Boston Safe Deposit Trust Co., of Boston, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Union Street Ry. Co., and are further secured by a second mortgage on the property of that company.

Date of information, May, 1897. z

Inter-Urban Railway.—This company commenced operating on Aug. 1, 1896.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated May 1, 1896, due 1916; denom. $1,000; int. payable May and Nov., at Hanover National Bank of New York; trustee of mortgage, Union Trust Co., of Detroit, Mich.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 standard T rail; 6 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. Isaac Bearinger, Sec. & Treas. Frank E. Snow (Detroit), Supt. & Ch. Engr. W. E. Davis.

Date of information, Feb., 1897. d

ST. CATHERINES, ONT.

The present combined population of Port Dalhousie, St. Catherine's, Merritton and Thorold is placed by local estimates at 18,500.

Port Dalhousie, St. Catherines & Thorold Electric Street Railway Co., Ltd.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 56 lb. and 66 lb. T rail; 12 cars, of which 10 are motor cars, and 2 trail cars; Gen. Elec. dynamos and motors; water power.

OFFICERS.—Pres. Geo. Dawson, V. Pres. H. C. Symmes, Sec. & Man. H. D. Symmes.

Date of information, May, 1896.

ST. CLOUD, MINN.

Population in 1880, 2,462, in 1890, 7,686, in 1895, 9,876.

St. Cloud City Street Car Co.—In 1895 E. E. Clark was appointed receiver of this property. The road is now operated by the receiver, for the bondholders, the old company having been dissolved.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $125,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICER.—Receiver E. E. Clark.

Date of information, May, 1897. a z

ST. JOHN, N. B.

Population in 1881, 26,127, in 1891, 24,184, in 1897 (local estimates), 45,000.

The Saint John Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; 74 lb. special T rail; 21 motor cars; West. dynamos and motors.

OFFICERS.—Pres. James Ross, V. Pres. J. M. Robinson, Sec. & Man. M. Neilson, Elecn. H. A. Brown.

Date of information, May, 1897. d z

ST. JOSEPH, MICH.

Population in 1880, 2,603, in 1890, 3,733, in 1896 (local estimates), 5,000.

St. Joseph & Benton Harbor Electric Railway & Light Co.—Chartered 1884.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated July 1, 1893, due 1912; int. payable Jan. and July, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 52 lb. T and girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; Williams engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. Worth Bean, Sec. & Treas. W. H. Hull, Supt. H. C. Mason.

Date of information, May, 1897. z

ST. JOSEPH, MO.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—St. Joseph, the third city of the State in population, and the capital of Buchanan County, is situated in the northwestern part of Missouri, on the Missouri River.

Population.—The population in 1880 was 32,431, in 1890, 52,324, an increase of 61 per cent., and in 1897, it is 60,000.

Railroad Connections.—St. Joseph is an important railroad center. It is the Western terminus of the Hannibal & St. Joseph R. R. and the Eastern terminus of the St. Joseph & Denver City R. R. Among its other lines are the Atchison, Topeka & Santa Fé R. R., Chicago, Burlington & Quincy R. R., Chicago, Milwaukee & St. Paul R. R., Chicago, Rock Island & Pacific R. R., Chicago Great Western R. R., Missouri Pacific R. R. and Union Pacific R. R.

Manufacturing Interests.—A capital of about $5,000,000 is employed in the various manufacturing industries of the city, the principal productions being carriages and wagons, clothing, cooperage, flouring and grist mill products, foundry and machine shop products, malt liquors, and lumber. About 4,600 hands are employed in these industries, receiving in wages about $2,100,000 per annum, and the value of the manufactured product is about $11,100,000 per annum.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $1,255,089; 4 state banks, with capital and surplus of $452,280; 1 savings bank with capital and surplus of $109,716, and 1 private bank. The total banking capital is $1,817,085.

Assessed Valuation.—The assessed valuation of real estate is (1897) $16,000,000, the property being assessed at about 50 per cent. of its real value. The assessed valuation of the personal property is $8,000 000. The total valuation of real and personal property is $24,000,000.

Municipal Debt.—The municipal debt of the city less sinking funds is (1897) $1,234,000.

Tax Rate.—The municipal tax rate is (1897) $15.50 per $1,000, and the state and county $12.50 per $1,000.

STREET RAILWAY SYSTEM.—Present Companies.

St. Joseph Railway, Light, Heat & Power Co.—Chartered Nov. 8, 1895, as a successor to the St. Joseph Traction & Lighting Co., which was sold under foreclosure of mortgage on Oct. 7, 1895. The company also operates an electric lighting and steam heating plant.

Capital Stock.—Common stock, authorized and issued, $1,500,000; par value, $100 per share.

Preferred stock, authorized and issued, $2,000,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 30 lb. to 52 lb. T and girder rail; 5 horses, 61 cars, of which 49 are motor cars and 12 trail cars; A. & S. engines, Gen. Elec. and West. dynamos and motors, Brill, Brownell, Gilbert, L. & F., St. Louis and Stephenson cars.

Officers.—Pres. E. H. Harriman, Sec. & Treas. H. A. Schenck, Gen. Man. W. T. Van Brunt.

General Office, St. Joseph, Mo.; New York office, 43 Wall St.

References.—Financial standing, Vol. IX, July, '93, p. 419; increase of bonds, Vol. IX, Aug., '93, p. 558.

Date of information, Dec., 1896. d

ST. LOUIS, MO.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—St. Louis is situated in the eastern central part of Missouri, on the west bank of the Mississippi River, twenty-one miles below the mouth of the Missouri, and almost in the exact geographical center of the United States.

Suburbs.—A part of the township of Carondelet is connected with St. Louis by street railway. (Population in 1890, 6,180.)

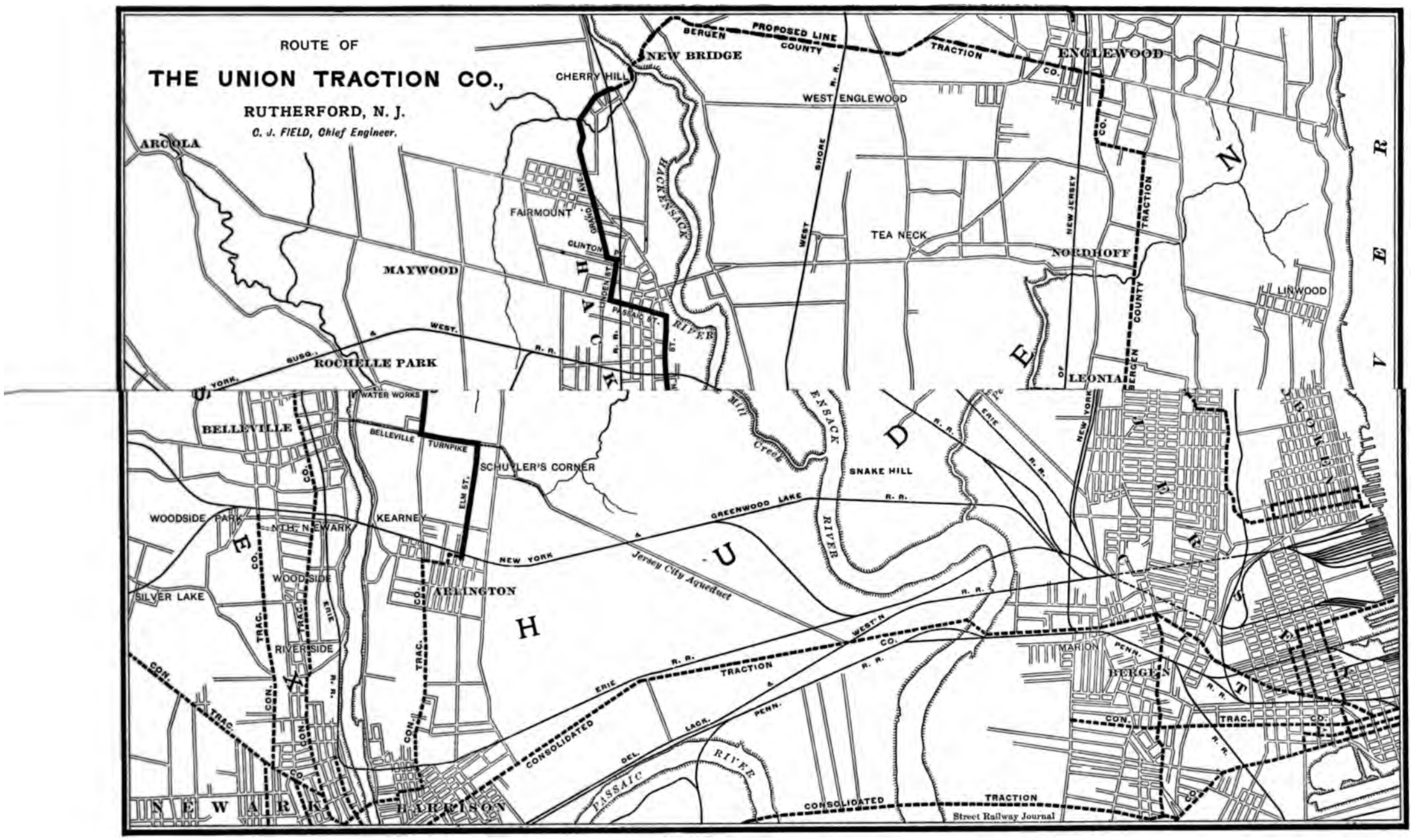
Population.—The population in 1880 was 350,518, and in 1890, 451,770, an increase of 29 per cent. The population of Carondelet township in 1880 was 5,691, and in 1890, 6,180, an increase of 9 per cent. The total present population of the city and suburbs is approximately 650,000 by municipal census.

Railroad Connections.—Twenty-four railroads radiate from St. Louis as a center, the most important of which are the St. Louis & San Francisco R. R., the Missouri Pacific Ry., the St. Louis Southwestern Ry., the Toledo, St. Louis & Kansas City R. R., the Baltimore & Ohio S. W. R. R., the Missouri, Kansas & Texas Ry., the Chicago & Alton R. R., the Chicago, Burlington & Quincy R. R., the Wabash R. R., the Cleveland, Cincinnati, Chicago & St. Louis R. R., the Illinois & St. Louis R. R., the Pennsylvania Co., the Louisville & Nashville R. R., the St. Louis, Alton & Terre Haute R. R., the Mobile & Ohio R. R., the St. Louis, Iron Mountain & Southern R. R., and the Louisville, Evansville & St. Louis R. R. The Mississippi River steamboats also connect St. Louis with New Orleans and other river ports.

Commercial Interests.—St. Louis has an immense trade in staples, including cotton (600,000 bales per annum), breadstuffs, packed meats, tobacco, livestock, timber, wool, furs, etc.

Manufacturing Interests.—A capital of about $140,000,000 is (1890) employed in the various manufacturing industries of the city, the principal productions being tobacco, flour, beer, boots and shoes, hardware, stoves, railway and street railway cars, woodenware, bricks, drugs, crackers, plate glass, carriages, saddles, agricultural implements, oils, etc. The output for 1895 is estimated at $300,000,000.

Banking Capital.—There are now (1897) 8 national banks with a combined capital and surplus of $11,807,046; 14 state banks, with capital and surplus of $9,693,894; 4 trust companies, with capital and surplus of $8,469,744; 4 savings banks with capital and surplus of


ROUTE OF
THE UNION TRACTION CO.,
RUTHERFORD, N. J.
C. J. FIELD, Chief Engineer.
ARCOLA
CHERRY HILL
NEW BRIDGE
BERGEN COUNTY PROPOSED LINE
TRACTION CO.
ENGLEWOOD
WEST ENGLEWOOD
FAIRMOUNT
MAYWOOD
TEA NECK
NORDHOFF
LINWOOD
LEONIA
ROCHELLE PARK
BELLEVILLE
SCHUYLER'S CORNER
SNAKE HILL
WOODSIDE PARK
NTH. NEWARK
KEARNEY
WOODSIDE
SILVER LAKE
ARLINGTON
RIVERSIDE
MARION
BERGEN
NEWARK
HARRISON
HACKENSACK RIVER
PASSAIC RIVER
Mill Creek
ENSACK RIVER
Jersey City Aqueduct
GREENWOOD LAKE R. R.
NEW YORK & WEST SHORE R. R.
NEW JERSEY TRACTION CO.
BERGEN COUNTY TRACTION CO.
BELLEVILLE TURNPIKE
ELM ST.
WATER WORKS
ERIE R. R.
CONSOLIDATED TRACTION
LACK. & WEST'N R. R.
DEL. LACK. & WEST'N R. R.
PENN. R. R.
CONSOLIDATED TRACTION
Street Railway Journal

$1,529,310; and 13 private banks. The total banking capital is $31,499,994.

	1880.	1890.	1897.
Population	350,518c	451,770c	644,000a
Area, in square miles			62.5
Population per square mile			10,304
Assessed Valuation of real estate and personal property, about 60 % actual value		245,834,850	341,087,650
Total per cap.		544	
***Municipal Debt**, net		21,873,100	20,352,278
" " per cap.		48	
Tax Rate, per $1,000		15	13.80
Manufacturing Interests, c			
No. of establishments	2,924	6,148	
Capital invested	50,832,885	140,775,392	
" " per cap.	145	311	
No. of employes	41,825	93,610	
Wages per annum	17,743,532	53,165,242	
Cost of materials	75,379,867	122,010,805	
Value of product	114,333,375	228,714,317	
Banking Capital	20,000,000	29,000,000	31,499 994
" " per cap.			

*Including water debt, deducting sinking fund. aLocal estimates. cCensus.

STREET RAILWAY SYSTEM—Descriptive.

St. Louis covers an area of 62.5 miles, and the population density is about 10,304 inhabitants per square mile. The city is divided into two sections by Market Street, the principal thoroughfare, running east and west. The business district is in the extreme central eastern part of the city near the river, and the residence districts are well inland, north, west and south. The street railway lines—consisting of 350 miles of track—traverse the city in all directions, and the distances are so great as to compel free use of the facilities offered. As a consequence of this and of the fact that public parks, beer gardens and pleasure resorts of various kinds are scattered all over the city, the street railways carry nearly 150,000,000 passengers per annum—a figure considerably above the average of other cities of about the same size. The lines are all well built and equipped, and the street car service is unusually perfect. Nearly all lines run long, double truck cars, those most recently built being so attractive as to have much influence in increasing travel.

The street railway mileage is controlled and operated as follows :

	Owns	Operates
National Ry. Co. (controls 78.9 miles)		
St. Louis R. R. Co.	14.7	27.1
Southwestern Ry. Co.	8.7	
Baden & St. Louis R. R.	6.7	
Citizens' Ry. Co.	16.4	16.4
Cass Ave. & Fair Grounds Ry. Co.	34.5	34.5
Union Depot R. R. Co.	73.0	73.0
Jefferson Ave. Ry. Co.	7.3	7.3
Missouri R. R. Co.	25.5	30.8
Forest Park, Laclede Ave. & 4th St. Ry. Co.	5.3	
Lindell Ry. Co.	60.1	60.1
St. Louis & Suburban Ry. Co.	28.6	39.1
St. Louis & Kirkwood R. R. Co.	10.5	
Midland St. Ry. Co.	5.0	5.0
People's R. R. Co.	10.0	10.0
Fourth St. & Arsenal Ry. Co.	5.0	5.0
Southern Electric Ry. Co.	16.0	16.0
St. Louis & E. St. Louis Electric Ry. Co.	2.0	2.0
St. Louis County St. Ry. Co.	3.0	3.0
St. Louis & Meramec River R. R. Co.	18.0	18.0
Total	350.3	350.3

In May, 1897, it was reported that control of the Missouri R. R. Co. has been acquired in the interests of the Lindell Ry. Co.

STREET RAILWAY SYSTEM—Present Companies.

Baden & St. Louis Railroad.—Chartered Mar., 1870. This is now a part of the system controlled by the National Ry. Co., and is operated by the St. Louis R. R. Co.

Capital Stock, authorized, $300,000, issued, $50,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, $250,000; dated July 1, 1893, due 1913; int. payable Jan. and July; trustee of mortgage, Northern Trust Co. of Chicago.

Operation.—The report of passengers carried and trips run since June 30, 1895, is reported by the St. Louis R. R Co. (which see).

Plant and Equipment.—Miles of track (electric) 6.65; gauge, 4 ft. 10 in.; 83 lb. girder rail; 10 motor cars; Gen. Elec. motors, St. Louis cars.

Officers.—Same as St. Louis R. R. Co.

General Office, 3700 North Broadway.

Date of information, May, 1897. z

Cass Avenue & Fair Grounds Railway Co.—Chartered 1892. This is a consolidation of the Cass Avenue & Fair Grounds R. R. Co., the Northern Central Ry. Co. and the Union R. R.Co. The capital stock of this company is controlled by the National Ry. Co., of Chicago, Ill.

Capital Stock, authorized $2,500,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,931,000; coupon, but may be registered; dated 1892, due 1912, but subject to call at 102 on July 1st of any year; denom. $1,000; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, Ill., trustee of mortgage. These bonds are guaranteed by the National Ry. Co.

Note.—The mortgage deed provides for a sinking fund of $10,000 per annum.

Operation.—(See also National Ry. Co.)

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1884	391,631	4,800,134
" 1885	424,832	4,783,776
" 1886	398,988	3,860,346
" 1887	388,266	3,513,108
" 1888	442,426	5,070,118
" 1889	634,864	7,282,296
" 1890	631,418	7,843,023
" 1891	590,100	7,321,833
" 1892	585,988	6,018,697
" 1893	590,652	7,585,200
" 1894	670,654	9,943,106
" 1895	683,058	9,511,612
" 1896		9,522,907

Plant and Equipment.—Miles of track (electric), 34.47; gauge, 4 ft. 10 in.; 78 lb. and 80 lb. girder rail; 140 cars, of which 70 are motor cars and 70 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brownell cars, American and St. Louis trucks.

Officers.—Pres. D. G. Hamilton (Chicago), V. Pres. & Gen. Man. Robt. McCulloch, Sec. & Treas. C. N. Duffy, Elecn. Richard McCulloch.

General Office, 3800 Easton Ave.

References.—Description of road, Vol. IX, Dec., '93, p. 789 (ill.); Vol. XI, June, '95, p. 348 (ill.).

Date of information, May, 1897. d z

For map of road see inset between pages 244 and 245.

Citizens' Railway Co.—Chartered 1884. This company is controlled by the National Ry. Co., of Chicago, Ill.

Capital Stock, authorized, $2,000,000, issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized, $2,000,000, issued, $1,500,000; dated 1887, due 1907; denom. $1,000; int. payable Jan. and July, at office of American Exchange National Bank, of New York; trustees of mortgage, Chas. Parsons and Thos. E. Tutt.

Operation.—(See also National Ry. Co.)

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1889	364,216	7,023,739
" 1890	359,160	8,538,786
" 1891	373,596	8,864,232
" 1892	405,498	9,372,125
" 1893	740,426	8,746,551
" 1894	543,436	7,160,890
" 1895	299,228	7,370,798
" 1896	312,130	8,435,890

Plant and Equipment.—Miles of track (electric), 16.35; gauge, 4 ft. 10 in.; 78 lb. and 85 lb. girder rail; 67 motor cars; Gen. Elec. motors, American cars, American and St. Louis trucks.

Officers.—Pres. D. G. Hamilton (Chicago), V. Pres. & Gen. Man. Robt. McCulloch, Sec. & Treas. C. N. Duffy, Elecn. Richard McCulloch.

General Office, 3800 Easton Ave.

References.—Description of road, Vol. VI, Feb., '90, p. 58; improvements, Vol. IX, Nov., '93, p. 749.

Date of information, May, 1897. d z

For map of road see inset between pages 244 and 245.

Compton Heights, Union Depot & Merchants' Terminal Railway Co.—This company is controlled and operated by the Lindell Ry. Co.

St. Louis & East St. Louis Electric Railway Co.—Chartered July, 1889.

Capital Stock authorized and issued, $250,000 par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $75,000; dated Jan. 1, 1890, due 1905, int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in., 58 lb. and 56 lb. girder rail, 7 motor cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Brownell cars, St. Louis and Remis trucks.

Officers.—Pres. D. R. Powell, V. Pres. C. C. Carroll, Sec. D. T. Beals, Asst. Sec. & Treas. W. H. Williams.

General Office, 115 N. 3d St.

References.—Increase of stock, Vol. IX, June, '93, p. 418; July, '93, p. 483; description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, May, 1897. z

St. Louis Railroad Co.—Chartered Mar. 10, 1855. This company is controlled by the National Ry. Co., of Chicago, Ill.

Capital Stock, authorized $2,500,000, issued, $1,993,700; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $2,000,000, dated May 1, 1899, due 1900–1910 at company's option; denom. $1,000; int. payable May and Nov.

Operation.—(See also National Ry. Co.)

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1884	179,681	5,859,574
" 1885	173,028	5,467,639
" 1886	181,223	5,810,186
" 1887	190,536	6,470,405
" 1888	191,225	6,499,594
" 1889	210,133	7,030,325
" 1890	242,640	7,610,553
" 1891	316,724	10,311,160
" 1892	313,354	12,301,596
" 1893	291,404	11,940,249
" 1894	300,070	10,393,511
" 1895	279,100	10,198,565
" 1896	945,343	12,436,670

Dividends, in 1894, 7 p. c.; in Jan., 1895, 3½ p. c.; in July, 1895, 2½ p. c.

Plant and Equipment.—Miles of track (cable), 14.7; gauge, 4 ft. 10 in.; 78 lb. girder rail; 240 cars, of which 80 are grip cars, 80 are box cars and 80 open cars; Brownell and own cars. Southwestern branch, 8.74 miles of track (electric), 20 motor cars.

Officers.—Pres. D. G. Hamilton (Chicago), V. Pres. C. Peper, Sec. & Treas. R. B. Jennings, Gen. Man. Robt. McCulloch.

General Office, 3700 North Broadway.

Reference.—Description of cable power plant, Vol. VII, June '91, p. 284 (ill.).

Date of information, May, 1897. z

For map of road see inset between pages 244 and 245.

St. Louis & Suburban Railway Co.—Chartered 1890. This company purchased the property and franchises of the St. Louis Cable & Western Ry. Co., under foreclosure of mortgage, June 10, 1890. In May, 1897, it was reported that this company had purchased the property of the St. Louis & Kirkwood R. R. Co., and would thereafter operate that road.

Capital Stock, authorized, $2,500,000, issued, $2,000,000, in treasury, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $2,000,000, issued, $1,400,000, in escrow, $600,000; dated Feb. 1, 1891, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

6 p. c. income bonds, $300,000, dated 1891.

St. Louis Cable & Western Ry. Co.'s first mortgage 6 p. c. bonds, $600,000; dated 1884, due 1914; int. payable Mar. and Nov., at office of Farmers' Loan & Trust Co., of New York.

Operation.

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1886	141,134	3,505,997
" 1887	148,741	5,061,429
" 1888	185,775	4,832,576
" 1889	111,629	4,680,335
" 1890	105,084	4,343,139
" 1891	102,160	4,027,888
" 1892	124,103	7,037,761
" 1893	255,096	8,030,182
" 1894	118,445	7,754,752
" 1895	105,806	7,803,746
" 1896		9,892,652

Plant and Equipment.—Miles of track (electric), 28.64; gauge, 4 ft. 10 in.; 35 lb. to 69 lb. T and girder rail; 80 motor cars, 180 motors; 2,250 H. P. Hamilton-Corliss engines, 1,700 H. P. Gen. Elec. dynamos, 1,500 H. P. boilers, St. Louis and Brownell cars, St. Louis trucks.

Officers.—Pres. C. H. Turner, V. Pres. S. M. Kennard, Sec. & Treas. R. Lehmann, Supt. T. F. Sneed, Ch. Engr. W. Bartlett, Elect. H. O. Rockwell.

Directors.—James Jackson, Chas. H. Turner, S. M. Kennard, James Green, Chas. C. Maffit, Ellis Wainwright, C. H. Sampson, J. B. Case, J. C. Richardson.

General Office, 205 Wainwright Bldg.

References.—Description of road, Vol. VIII, July, '92, p. 395 (ill.); fire in car house, Vol. VIII, July, '92, p. 404 (ill.); operating detail, improvements, Vol. IX, Feb., '93, p. 96; postal service, Vol. IX, Jan., '93, p. 29; description of road, Vol. XII, Oct. '96, p. 578 (ill.).

St. Louis Cable & Western Railway Co.—Vol. VI, Feb. '90, p. 56 (ill.); description of power plant, Vol. VI, Feb., '90, p. 44 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, May, 1897. z y

For map of road see inset between pages 244 and 245.

Southern Electric Railway Co.—Chartered Apr. 16, 1884.

Capital Stock.—Common stock, authorized and issued, $700,000 par value, $100 per share.

6 p. c. preferred stock, authorized and issued, $800,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated 1884, due 1904; int. payable May and Nov.

Consolidated mortgage 6 p. c. bonds, authorized $500,000, issued $300,000, in escrow, to retire first mortgage bonds, $200,000; coupon, but may be registered; dated 1889, due 1909; denom. $1,000; int. payable May and Nov.

Operation.

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1884	203,040	1,978,362
" 1885	174,447	1,980,894
" 1886	175,458	2,239,971
" 1887	177,377	2,542,366
" 1888	179,521	2,637,663
" 1889	177,953	2,732,295
" 1890	173,826	2,636,558
" 1891	347,588	4,270,105
" 1892	336,018	4,744,761
" 1893	514,785	5,427,259
" 1894	309,779	4,398,009
" 1895	332,352	4,636,160
" 1896		5,460,543

Dividends.—On preferred stock in 1894, 6 p. c.; in Jan., 1895 3 p. c.; in Jan., 1896, 3 p. c.

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 10 in.; 78 lb. girder rail; 130 cars, of which 40 are motor cars and 90 trail cars; Allis engines, Gen. Elec. dynamos and motors, American cars, American and St. Louis trucks.

Officers.—Pres. Charles F. Orthwein, V. Pres. C. H. Spencer, Sec. Treas. & Gen. Man. Jos. S. Minary, Supt. J. C. Allen.

Directors.—Charles F. Orthwein, C. H. Spencer, Henry Nicolaus, Harrison I. Drummond, Jos. S. Minary.

General Office, 4041 South Broadway.

References.—Description of road. Vol. IX, Sept., '93, p. 575 (ill.); Vol. XI, June, '95, p. 348 (ill.); (brief), Vol. XII, Oct. '96, p. 579 (ill.).

Date of information, May, 1897. z

For map of road see inset between pages 244 and 245.

Southwestern Railway Co.—Chartered 1893. The lines of this company are operated by the St. Louis R. R. Co.

Officers.—Same as St. Louis R. R. Co.

General Office, 3700 North Broadway.

Date of information, May, 1897. z

Taylor Avenue Street Railway Co.—This company is controlled and operated by the Lindell Ry. Co.

Capital Stock, authorized and issued, $500,000; par value, $100 pershare. This stock is all in the treasury of the Lindell Ry. Co.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

Date of information, May, 1897. z

Please note date of information at end of each report.

St. Louis & Kirkwood Railroad Co.—Chartered 1893. In May, 1897, it was reported that this property had been purchased by the St. Louis & Suburban Ry Co. and would thereafter be operated by that company.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized. $300,000, issued, $250,000; dated 1895, due 1915; int. payable Jan, and July; trustee of mortgage, St. Louis Trust Co.

Plant and Equipment.—Miles of track (electric), 10.5; gauge, 4 ft. 10 in.; 60 lb. T and girder rail; 10 motor cars; Southwark engines, West. dynamos and motors, American cars,

Date of information, May, 1897. d y

For map of road see inset between pages 244 and 245.

St. Louis & Meramec River Railroad Co.—Chartered 1894.

Capital Stock, $1,000,000, all held in treasury of St. Louis & Suburban Ry. Co.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $1,000.000; dated May 8, 1896, due 1916; denom. $1,000; int. payable May and Nov., at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 18; 60 lb. T and 70 lb. girder rail; 40 motor cars; rent power from the Suburban R. R. Co.

Officers.—Pres. C. H. Turner, Sec. R. Lehman.

Directors.—Charles H. Turner, Samuel M. Kennard, J. B. Case, Ellis Wainwright, H. Nicolaus.

General Office, 205 Wainwright Bldg., St. Louis, Mo.

Date of information, May, 1897. z

For map of road see inset between pages 244 and 245.

Union Depot Railroad Co.—Chartered 1855. On Apr. 1, 1893, the company acquired by purchase the Mound City R. R. Co., the Benton-Bellefontaine Ry. Co. and the Grand Avenue Ry. Co.

Capital Stock, authorized and issued, $4,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 6 p. c. gold bonds, authorized and issued, $1,091,000; coupon, but may be registered; dated Oct. 1, 1890, due 1910, but subject to call after Oct. 1, 1900; int. payable Apr. and Oct.

Consolidated mortgage 6 p. c. gold bonds, authorized, $3,500,000, issued, $1,359,000; coupon, but may be registered; dated June 1, 1893, due 1918; denom. $1,000; int. payable June and Dec. at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Benton-Bellefontaine Ry. Co.'s first mortgage 6 p. c. gold bonds, $500,000; dated Feb. 1, 1891, due 1911, but subject to call after Feb. 1, 1896; int. payable Feb. and Aug.

Mound City R. R. Co.'s first mortgage 6 p. c. gold bonds, $300,000; dated Oct. 1, 1890, due 1910, but subject to call after Oct. 1, 1900; int. payable Jan and July.

Operation.

Year ending	No. trips.	Passengers carried.
Dec. 31, 1889	748,036	9,618,760
" 1890	808,252	11,730,762
" 1891	948,064	14,352,458
" 1892	1,065,938	18,186,256
" 1893	795,845	17,766,612
" 1894	633,964	18,544,278
" 1895	688,148	21,924,258
" 1896		23,772,345

Dividends, in 1893, 8 p. c.; in 1894, 6 p. c.; in Jan., 1895, 3 p. c.

Plant and Equipment.—Miles of track (electric), 73; gauge, 4 ft. 10 in.; 78 lb. girder rail; 381 cars, of which 215 are motor cars and 166 trail cars; 5,300 H. P. engines, 5,452 H. P. dynamos, 5,500 H. P. boilers, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

Officers.—Pres. John Scullin, V. Pres. & Gen. Man. Harry Scullin, Sec. & Treas. Jas H. Roach, Supt. T. W. Murphy, Ch. Engr. W. L. Patterson.

General Office, Geyer and Missouri Aves.

References.—BENTON-BELLEFONTAINE RY.—Description of road, Vol. IX, Mar., '93, p. 177 (ill.). UNION DEPOT R. R. CO.—Description of power plant, Vol. VI, Oct., '90, p. 475 (ill.); general report, Vol. IX, Nov., '93, p. 749; description of road, Vol. XI, June, '95, p. 348 (ill.); fender record, Vol. XII, June, '96, p. 387; description of road, Vol. XII, Oct., '96, p. 575 (ill.); (brief), Vol. XII, Oct. '96, p. 608.

Date of information, May, 1897. z y

For map of road see inset between pages 244 and 245.

St. Louis, Fenton & Southwestern Railway Co.—Chartered to build an electric railway from St. Louis to Carondelet, Fenton and Morse's Mills, a distance of 35 miles. Franchises have been applied for in Clayton County, and work will be begun as soon as they are secured.

Capital Stock, $500,000.

Directors.—E. J. Thurman, of Fenton, Mo.; J. B. Clayton, of Kirkwood, Mo.; Wm. D. Waters, of St. Louis, Mo.; Jas. H. Whitner, of Morse's Mills.

Date of information, Jan., 1897.

ST. THOMAS, CAN.

Population in 1891, 10,370.

St. Thomas Street Railroad Co.

CAPITAL STOCK.—Unknown.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 30 lb. tram rail; 8 horses, 4 horse cars.

OFFICERS.—Pres. Lt.-Col. Stacey, V. Pres. Thos. Stacey, Sec. J. Stacey, Treas. The Stacey Mfg. Co.

GENERAL OFFICE, St. Thomas, Ont.

Date of information, May, 1897. a z

SALEM, O.

Population in 1880, 4,041, in 1890, 5,780.

Salem Electric Railway Co.—Chartered Oct. 2, 1889.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $50,000; dated Jan., 1890, due 1910; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 6 cars, of which 4 are motor cars and 2 trail cars, Gen. Elec. dynamos and motors; rent power.

OFFICERS.—Pres. & Treas. M. Davis, V. Pres. J. M. Evans, Sec. D. L. Davis, Supt. & Pur. Agt. Lyman Davis.
Ch. Engr. of Power Station John Wolf.

GENERAL OFFICE, 210 E. Main St.

Date of information, Oct., 1896.

SALEM, ORE.

Population in 1890, 12,410, in 1897 (local estimates), 16,000.

Salem Light & Traction Co.—This company is a successor to the Salem Consolidated Street Ry. Co., which was sold under foreclosure of second mortgage on Dec. 31, 1896, for $15,000, to A. L. Barbur, of Portland. In addition to the only railway plant, the company owns the only electric light and power plant in Salem, a 650 H. P. plant.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT, $150,000.

FRANCHISES.—The company owns a perpetual electric light and power franchise and a 50 year railway franchise. The company also has long time contracts with the city of Salem for street lighting, and with the state of Oregon for lighting the Penitentiary, Insane Asylum, Capitol and Blind School.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Gross receipts.....	$50,368	$44,860	$44,914	$40,594
Operating expenses.....	33,255	27,049	27,495	29,675
Earnings from operation.....	17,293	17,811	17,419	10,919

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge. 4 ft. 8½ in.; 40 lb. T rail; 14 motor cars; Taylor-Beck, Sioux City-Corliss and West. engines, Gen. Elec. dynamos and motors, Brill, Brownell, Pullman and Stockton rebuilt cars.

LIGHTING PLANT.—240 arc Edison and Schuyler dynamos, 3,600 incandescent Edison and T.-H. lamps, Gen. Elec. alternating current system. The company has recently increased the capacity of its lighting plant, by 250 H.P.

OFFICERS.—Pres. E. P. McCornack, Sec. & Man. F. R. Anson Treas. First National Bank, Supt. & Elecn. (railway dept.) L. McGrew Ch. Engr. of Power Station L. Kibele.

GENERAL OFFICE, 179 Commercial St.

Date of information, May, 1897. a z

SALT LAKE CITY, UTAH.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Salt Lake City, the capital of Utah and of Salt Lake County, is situated on the Jordan River, about twelve miles east of the Great Salt Lake.

Population.—The population in 1880 was 20,768, and in 1890, 44,843, an increase of 116 per cent., in 1897 (estimate), 60,000.

Railroad Connections.—The Rio Grand Western R. R., Great Salt Lake & Hot Springs R. R., Union Pacific R. R., S. L. & Los Angeles Ry. and Utah Central R. R. enter the city.

Manufacturing and Commercial Interests.—A capital of about $2,700,000 is employed in the various manufacturing industries of the

city, the principal productions being foundry and machine shop products, lumber, woolen goods, printing and confectionery. As a receiving and distributing point for the entire territory, Salt Lake has a large traffic in general merchandise and miners' supplies. About 2,000 hands are employed in these industries, receiving in wages about $1,300,000 per annum, and the value of the manufactured product is about $3,900,000 per annum.

Banking Capital.—There are now (1897) 5 national banks with a combined capital and surplus of $1,902,250; 2 state banks, with capital and surplus of $670,000; 2 trust companies, with capital and surplus of $866,600; 2 savings banks with capital and surplus of $380,000, and 3 private banks. The total banking capital is $3,818,850.

Assessed Valuation.—The total assessed valuation of real and personal property is (1897) $35,500,000, equivalent to about $591 per capita population, the property being assessed at about 75 per cent. of its actual value.

Mun cipal Debt.—The total municipal debt of the city is (1897) $2,548,000.

Tax Rate.—The city tax rate is (1897) $6.50 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Salt Lake City Railroad Co.—Chartered Jan. 19, 1872.

Capital Stock, authorized, $1,000,000; issued, $850,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c., gold bonds, authorized, $1,500,000, issued, $650,000; coupon, but may be registered; dated Jan. 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York.

Note.—By the terms of the mortgage deed the company is permitted to issue bonds at a rate not exceeding $20,000 per mile of completed track, but has at present issued but $650,000 out of $840,000 allowable. The unissued mortgage bonds now in the treasury may be issued and sold for extensions only, at a rate not exceeding 70 per cent. of the cost thereof (including additions to power and equipment); and at a rate in no event exceeding $20,000 per mile of extensions of present mileage (42). After the total mortgage indebtedness reaches $1,000,000 no further issue can be made unless the net earnings of the preceding 12 months are sufficient to pay 12 per cent. on both the outstanding and the proposed issue of bonds. The total bond issue may be called on Jan. 1, 1903, or on Jan. 1 of any succeeding year until maturity. In case the whole issue is not called, one-tenth of the issue will be called in and paid on Jan. 1 of each year after 1903, the bonds to be called in the order of their number, beginning with No. 1.

Franchises are granted for 50 years from Jan. 1, 1894.

Plant and Equipment.—Miles of track (electric), 42; gauge, 4 ft. 8½ in.; 35 lb. to 72 lb. T rail; 63 cars, of which 58 are motor cars and 5 trail cars; Fraser & Chalmers engines, Gen. Elec. and West. dynamos and motors, Stephenson cars.

Officers.—Pres. A. W. McCune, V. Pres. R. C. Chambers, Sec. & Treas. Jos. S. Wells, Supt. & Pur. Agt. Walter P. Read, Ch. Engr. & Ch. Engr. of Power Station O. J. Carlson, Mast. Mech. W. S. Patterson.

General Office, Hooper Bldg.

Reference.—Description of road, Vol. IX. Apr., '93, p. 240 (ill.).

Date of information, May, 1897. a d z

Salt Lake Rapid Transit Co.—Chartered Jan. 14, 1890, for 50 years, from Jan. 1, 1894.

Capital Stock, authorized, $500,000, issued, $356,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $350,000; dated Feb. 1890, due 1910; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Operation.—The last report received is for the years ending Dec. 31,

	1893.	1895.
Gross receipts	$110,538	$89,420
Operating expenses	87,128	63,323
Earnings from operation	23,410	26,097

Note.—No report for 1894 has been received.

Plant and Equipment.—Miles of track (electric), 33.82; gauge, 4 ft. 8½ in.; 35 lb. to 79 lb. T and girder rail; 2 horses, 41 cars, of which 30 are motor cars and 11 trail cars; 15 cars operated on winter schedule, 20 on summer; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Jones, Stephenson and Woeber cars.

Officers.—Pres. & Gen. Man. J. S. Cameron, V. Pres. J. M. Donnellan, Sec. C. B. Jack, Treas. G. S. Gannett, Asst. Supt. & Pur. Agt. F. McBroom, Ch. Engr. of Power Station, C. B. Hawley.

General Office, 176 South State St.

References,—Description of road, Vol. IX, Apr., '93, p. 242 (ill.); increase of stock and bonds, Vol. IX, Mar., '93, p. 197.

Date of information, Dec., 1896. d

West Side Railway Co.—This is the successor to the West Side Rapid Transit Co. Annual meeting first Monday in May.

Capital Stock, $300,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track, 12; operated by steam, 8, by electricity, 4; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 3 are motor cars and 1 trail car, 2 dummy engines; Gen. Elec. dynamos and motors.

Officers.—Pres. L. L. Nunn, V. Pres. Wm. Story, Sec & Treas. A. M. Wrench, Gen. Man. T. A. Davis.

General Office, 14 West 3d South St.

Date of information, May, 1896.

SAN ANTONIO, TEX.

Population in 1880, 20,550, in 1890, 37,513, in 1896 (local estimates), 55,000.

San Antonio Street Railway Co.—Chartered May, 1874. The Prospect Hill Street Ry. Co. was consolidated with this company in 1890.

CAPITAL STOCK, authorized, $1,000,000, issued, $200,000.

FUNDED DEBT.—First mortgage 7 p. c., coupon bonds, authorized and issued, $200,000; dated Aug. 15, 1885, due 1905; denom. $1,000; int. payable Feb. and Aug., at offices of San Antonio National Bank.

Consolidated mortgage 6 p. c. coupon bonds, authorized, $600,000; dated May 1, 1890, due 1920; int. payable May and Nov.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft.; 40 lb. to 56 lb. T rail; 45 cars, of which 39 are motor cars and 6 trail cars; A. & S. engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Treas. W. H. Weiss, V. Pres. T. C. Frost, Sec. & Supt. D. D. Willis, Asst. Supt. T. C. Brown, Audr. J. J. King.

GENERAL OFFICE, 111½ W. Houston St.

Date of information, May, 1897. z

San Antonio Edison Co.—This company is the successor to the Citizens' Electric Power & Street Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 19 cars, of which 10 are motor cars and 9 trail cars; Gen. Elec. dynamos and motors, Brill and Lewis & Fowler cars.

OFFICERS.—Pres. H. E. Barnard, V. Pres. J. P. Ord, Sec. Floyd McGown, Man. Supt. & Pur. Agt. R. S. Wakefield.

GENERAL OFFICE, 102 Garden St.

Date of information, May, 1897. a d z

San Antonio Rapid Transit Street Railroad Co.—Chartered 1889, for 30 years. Annual meeting third Monday in Dec. This property was sold under foreclosure of mortgage on May 7, 1895, and was bought in by the bondholders for $25,000 and reorganized.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—$50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Bullock engines, Gen. Elec. dynamos and motors, Brill and Barney & Smith cars.

OFFICERS.—Pres. C. L. Harwood, Sec. Supt. Pur. Agt. & Ch. Engr. B. W. Randall, Gen. Man. G. S. Simons, Elecn., D. Biggam.

GENERAL OFFICE, 525 E. Houston St.

Date of information, Dec., 1896. d

West End Street Car Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $16,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.8; gauge, 4 ft.; 30 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. G. W. Russ, V. Pres. F. H. Baldwin, Sec. J. N. Groesbeck, Treas. Thad. W. Smith, Supt. Pur. Agt. & Elecn. F. M. Dowden.

GENERAL OFFICE, 285 Commerce St.

Date of information, Oct., 1894.

Alamo Heights Railway Co.—Chartered May 13, 1895. A receiver was appointed for this company in Mar., 1897, on the application of the New York bondholders.

CAPITAL STOCK, $62,000.

FUNDED DEBT.—6 p. c. bonds, $50,000; trustee of mortgage, Franklin Trust Co., of Brooklyn.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; 7 cars, of which 5 are motor cars and 2 trail cars.

OFFICERS.—Receiver Man. & Supt. W. H. Hume, Treas., S. K. Buchanan.

Date of information, May, 1897. z

Please note date of information at end of each report.

SAN BERNARDINO, CAL.

Population in 1880, 1,673, in 1890, 4,012.

City Street Railway Co.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.13; gauge, 4 ft. 8½ in.; 20 lb. T rail; 12 horses, 9 horse cars.

OFFICERS.—Pres. H. M. Barton, V. Pres. Jno. Anderson, Sec. & Gen. Man. I. H. Curtis.

Date of information, May, 1897. a d z

SAN DIEGO, CAL.

Population in 1880, 2,637, in 1890, 16,159.

San Diego Electric Railway Co.—Chartered 1891. This company purchased the property of the San Diego Street Car Co., sold under foreclosure of mortgage in Oct., 1891.

CAPITAL STOCK, authorized, $500,000, issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 30 lb. 40 lb. and 52½ lb. T and girder rail; 15 cars, of which 10 are motor cars and 5 trail cars; Risdon Iron Works engines, Gen. Elec. dynamos and motors, Brill and own cars.

OFFICERS.—Pres. A. B. Spreckels, V. Pres. E. S. Babcock, Sec. Treas. & Gen Man. J. A. Flint, Pur. Agt. Fred. Creelman, Ch. Engr. & Ch. Engr. of Power Station, H. S. Taylor, Elecn., Jas. Restine.

GENERAL OFFICE, E and Arctic Sts.

REFERENCE.—Description of cars, Vol. XIII, Feb., '97, p. 96 (ill.).

Date of information, May, 1897. d z

San Diego, Old Town & Pacific Beach Railroad Co.—Chartered Apr. 26, 1888, as a consolidation of the San Diego & Old Town St. R. R. and the San Diego & Pacific Beach Ry. Co. This company has been consolidated with the San Diego, Pacific Beach & La Jolla Ry. Co.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 10; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T rail; 8 cars; Baldwin engines, Hammond cars.

OFFICERS.—Pres. R. P. Dabney, V. Pres. G. B. Grow, Sec. & Gen. Man. H. Dabney, Treas. Merchants' National Bank, Ch. Engr. L. J. Davids.

Date of informatiou, May, 1897. a d z

San Diego, Pacific Beach & La Jolla Railway Co.—The San Diego Old Town & Pacific Beach R. R. Co., has been consolidated with this company.

CAPITAL STOCK, authorized and issued, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail.

OFFICERS.—Pres. R. P. Dabney, V. Pres. G. B. Grow, Sec. & Gen. Man. Herbert Dabney, Treas. Merchants' National Bank, Ch. Engr. L. J. Davids.

Date of information, May, 1897. a d z

Citizens' Traction Co.—Chartered Apr. 12, 1896, as the successor to the San Diego Cable Ry. Co., The road has been equipped with electricity. A receiver was appointed for this company in Feb., 1897, on the application of the Union Savings Bank & Trust Co., of Cincinnati.

CAPITAL STOCK, authorized, $100,000, issued, $80,000; par value, $100 per share.

FUNDED DEBT.—$80,000; trustee of mortgage, Union Savings Bank & Trust Co., of Cincinnati, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 3 ft. 6 in.; 20 lb. to 30 lb. T rail; 11 cars, of which 9 are motor cars and 2 trail cars; Wetherill engines, 400 H. P. boilers, Gen. Elec. dynamos and motors, Stockton cars.

OFFICERS.—Receiver A. D. Norman, Pres. Geo. B. Kerper, V. Pres. J. B. Mannix, Sec. Treas & Gen. Man. C. W. Foote, Elecn. E. H. Richardson, Ch. Engr. of Power Station, J E. Adamson.

GENERAL OFFICE, Cor. 4th and Spruce Sts.

REFERENCES.—Description of road, Vol. VII, July, '91, p. 337 (ill.); description of parks (brief), Vol. XIII, Mar.,'97, p. 152.

Date of information, May, 1897. d z

SANDUSKY, O.

Population in 1880, 15,838, in 1890, 18,471.

Sandusky Street Railway Co.—Chartered Aug. 29, 1881. This company defaulted on the interest of its bonds, and a receiver was appointed for it on Jan. 21, 1897, on the application of the bondholders.

CAPITAL STOCK, authorized, $150,000, issued, $119,000, in treasury, $31,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $40,000, issued, $34,000, in treasury (see Note), $6,000; dated Sept. 15, 1890, due 1910; denom. $500 and $100; int. payable Sept. and Mar., at Moss National Bank, of Sandusky; trustee of mortgage, R. B. Hubbard.

Second mortgage 6 p. c. coupon bonds, authorized, $80,000, issued, $41,500, in treasury (see Note), $38,500; dated Sept. 15, 1893, due 1913; denom. $500 and $100; int. payable Sept. and Mar., at Moss National Bank, of Sandusky; trustee of mortgage, J. O. Moss.

NOTE.—Second mortgage bonds in treasury may be issued only in exchange for first mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 14 motor cars; West. and Walker dynamos and motors, Brownell and Gilbert cars.

OFFICERS.—Pres. A. J. Stoll, V. Pres. E. J. Cable, Sec. & Treas. G. F. Anderson.

DIRECTORS.—A. J. Stoll, Gottlieb Epple, C. H. Moss, James Flynn. C. G. Neilson, J. H. Emrich, E. J. Cable.

Date of information, May, 1897. a z

People's Electric Railway Co.—Chartered Aug., 1891, for 25 years. The Sandusky, Milan & Norwalk Electric Ry. Co. pays a rental of $2,700 a year for the use of this company's tracks in the city

CAPITAL STOCK, authorized, $100,000, issued, $80,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $40,000, issued, $35,000, in treasury, $5,000; coupon, but may be registered; int. payable Jan. and July, at office of treasurer; trustee of mortgage, R. B. Hubbard, of Sandusky.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 40 lb. to 45 lb. T and girder rail; 8 motor cars; West. dynamos and motors.

OFFICERS.—Pres. W. H. Gilcher, V. Pres. Frank Stang, Sec. R. B. Fisher, Treas. A. W. Prout, Supt. J. P. Clifton.

DIRECTORS.—Geo. Barney, G. H. De Witt, C. L. De Witt, Geo. Feick W. H. Gilcher, J. Kuebeler, Dan Kunz, A. W. Prout, Frank Stang, T. B. Taylor, Thos. Wood.

GENERAL OFFICE, 122 Lawrence St.

Date of information, May, 1897. a z

Sandusky, Milan & Norwalk Electric Railway Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $5c per share.

FUNDED DEBT, authorized and issued, $100,000; int. payable Jan. and July, at office of company; trustee of mortgage, W. H. Burriss, Cleveland, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 50 lb. T and girder rail; 8 motor cars; West. dynamos and motors.

OFFICERS.—Pres. Geo. H. DeWitt, V. Pres. Henry Kelley, 2d V. Pres. T. B. Taylor, Treas. A. W. Prout, Sec. Jas. D. Parker, Gen. Man. Thos. Wood.

GENERAL OFFICE, West House Block, Sandusky, O.

REFERENCE.—Description of road (brief). Vol. XI, Dec., '95, p. 786 (ill.).

Date of information, May, 1897. a z

SANFORD, ME.

Population in 1880, 2,734, in 1890, 4,201.

Mousam River Railroad Co.—Chartered July 18, 1892.

CAPITAL STOCK, authorized, $200,000, issued, $65,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $65,000; dated Dec. 15, 1892, due Dec. 1, 1912; int. pay able June and Dec.

OPERATION.—Year ending June, 30, 1894. 1895. 1896.

	1894.	1895.	1896.
Receipts from passengers	$ 5,769	$16,353	$ 5,834
" other sources	9,394	9,620	14,874
" total	15,163	15,973	20,708
Operating expenses	11,545	9,919	12,249
Earnings from operation	3,618	6,054	8,459
Deductions from earnings.			
Interest on bonds	3,900	3,900	3,900
" " floating debt	1,314	1,736	1,488
Taxes	72		166
Net income	*1,668	419	2,905
Total surplus account	*160	259	3,164
Per cent. op. exp. to total receipts	76.2	62.1	59

* Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1894.	1895.	1896.
Maintenance of way and structures	$ 820	$ 551	$ 987
Maintenance of equipment	609	703	1,120
Conducting transportation	9,057	7,103	8,197
General expenses	1,059	1,562	1,945
Total	$11,545	$9,919	$12,249

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	116,677
Car miles run	31,493
Total receipts per car mile	$.657
Operating expenses per car mile	.387

BALANCE SHEET.—Dated June 30, 1894. 1895. 1896.

ASSETS.

Cost of road and equipment	$149,735	$150,020	$153,290
Other permanent investments			4,066
Cash and current assets	4,114	5,193	1,245
Other assets	4,673	4,066	4,268
Profit and loss (deficit)	160		
Total	$158,682	$159,279	$162,869

LIABILITIES.

Capital stock	$ 65,000	$ 65,000	$ 65,000
Funded debt	65,000	65,000	65,000
Current liabilities	28,682	29,020	29,705
Profit and loss (surplus)		259	3,164
Total	$158,682	$159,279	$162,869

PLANT AND EQUIPMENT.—Miles of track (electric), 3.37; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 3 are motor cars and 4 trail cars; 1 elec. freight motor; Swampscott-Corliss engines, West. dynamos and motors, Briggs cars; Humphrey water wheel.

OFFICERS.—Pres. E. M. Goodall, V. Pres. Geo. B. Goodall, Sec. & Treas. Louis B. Goodall, Gen. Man. Supt. & Pur. Agt. C. A. Bodwell, Elecn. A. J. Robinson, Ch. Engr. of Power Station Sidney Spinney.

DIRECTORS.—Thos. Goodall, E. M. Goodall, L. B. Goodall, G. B. Goodall, G. F. West.

GENERAL OFFICE, Washington St.

REFERENCES.—Description of road (brief), Vol. IX, Dec., '93, p. 796; Vol. X, Feb., '94, p. 97 (ill.).

Date of information, May, 1897. a b d z

SAN FRANCISCO, CAL.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—San Francisco is situated on the western central coast of California and forms the county of San Francisco.

Suburbs.—On the eastern shore of the Bay of San Francisco, and connected with the metropolis by ferry, are the cities of Oakland, Alameda, Berkeley, North Saucilito, Belvedere and Sharon.

Population.—The population in 1880 was 233,959, in 1890, 298,997, an increase of 28 per cent., and in 1897, about 350,000. The population of Oakland in 1880 was 34,555, and in 1890, 48,682, an increase of 41 per cent. The population of Alameda in 1880 was 5,708, and in 1890, 11,165, an increase of 96 per cent. The population of Berkeley in 1890 was 5,101. The total population of the city and suburbs is approximately 375,000.

Railroad and Steamship Connections.—The Southern Pacific R. R. Co., with its branch and leased lines, connects San Francisco with all parts of the United States and Canada. A large foreign trade is carried on by competitive steamship lines to Yokohama, Sydney, Auckland and Europe (via Panama and Cape Horn).

Commercial Interests.—The commerce of San Francisco is extensive, the value of its exports and imports amounting to about $150,000,000 per annum. Among the chief exports are gold, silver, wine, fruit, wool and breadstuffs, and the imports include coal, timber, rice, sugar, tea and coffee.

Manufacturing Interests.—A capital of about $65,000,000 is employed in the various manufacturing industries of the city, the principal productions being boots and shoes, clothing, flour and grist, machinery, canned fruits and vegetables, furnishing goods, leather, liquors, ships and slaughtering products.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $3,800,000; 9 state banks, with capital and surplus of $36,320,258; 3 trust companies, with capital and surplus of $2,377,923; 6 savings banks with capital and surplus of $5,218,850; and 7 private banks. The total banking capital is $47,717,031.

	1880.	1890.	1897.
Population	233,959c	298,997c	350,000a
Area, in square miles			50
Population per square mile			6,800
Assessed Valuation.			
Real estate	$ 166,429,845	241,119,410	265,018,605
Personal property	$ 51,057,229	64,920,995	62,786,542
Total	$ 217,487,074	306,040,405	327,805,147
" per cap.	$	929	1,024
***Municipal Debt**, net	$ 3,059,285	747,627	338,649
" " per cap.	$ 13.07	2.50	
Tax Rate, per $1,000	19.95	17.22	22.50
Manufacturing Interests. c			
No. of establishments	2,971	3,965	
Capital invested	$ 35,368,139	65,612,049	
" " per cap.	$ 151	219	
No. of employes	28,442	46,850	
Wages per annum	$ 14,928,534	29,860,057	
Cost of materials	$ 47,978,072	77,188,061	
Value of product	$ 77,824,299	131,263,713	
Banking Capital	$		47,717,031
" " per cap.	$		

* Including water debt, deducting sinking fund. a Local estimates. c Census.

STREET RAILWAY SYSTEM—Descriptive.

San Francisco occupies the northern portion of a peninsula forty-three miles long and from seven to twenty-five miles wide lying between the Pacific Ocean on the west and the Bay of San Francisco on the east. The harbor formed by this peninsula is one of the largest and finest in the world and will enable the city to indefinitely maintain its supremacy as the metropolis of the Pacific Coast. The city is about 7 miles square and is built on more than a score of steep hills, the summits of which rise to a height of from 400 to 1,000 ft. above the level of the sea. The area covered by the city is about 50 square miles and the population density is about 7,000 inhabitants per square mile. The peculiar topography of the city is responsible for the fact that so large a part of the street railway mileage is operated by the cable system, as well as for the large patronage of the various lines. The hill lines are operated almost entirely by that system, although the recent improvements in electric traction systems have permitted their being advantageously used upon some of the more moderate grades. A few horse roads are still in operation on the valley lines, but are rapidly being converted into electric lines. No inconsiderable portion of the traffic is obtained in connection with the ferries running to the suburban cities and towns of Oakland, Alameda, Berkeley, San Rafael. Sausalito, Mill Valley, Belvedere, etc., which furnish homes to many of the business men of San Francisco. The main thoroughfare of San Francisco is Market Street and the cable lines running upon that street from the ferries diverge to streets in both northerly and southerly directions, and with the numerous parallel lines and transfer connections with crosstown lines enable passengers to reach every part of the city, including the numerous parks, pleasure resorts and objects of interest, thus adding materially to the street railway patronage. Of the 271 miles of track in the city 99 are operated by the cable, 120 by electricity, 30 by horses and 22 by steam. The mileage is controlled as follows:

California St. Cable R. R. Co.	11.5
Geary St., Park & Ocean R. R. Co.	8.0
Market St. Ry. Co.	190.0
Presidio & Ferries R. R. Co.	11.5
San Francisco & San Mateo Ry. Co.	27.0
Sutro R. R. Co.	9.9
Sutter St. Ry. Co.	13.0
Total	270.9

STREET RAILWAY SYSTEM—Present Companies.

California Street Cable Railroad Co.—Chartered 1884. Annual meeting second Wednesday in July.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $900,000; due 1915; int. payable, Jan. and July. Dividends 50 cents a month.

Plant and Equipment.—Miles of track (cable), 11.5; gauge, 3 ft. 6 in.; 38 lb. T rail; 60 grip cars; Hammond cars, Union I. W. engines.

Officers.—Pres. J. B. Stetson, V. Pres. Antoine Borel, Sec. Albert Stetson, Treas A. Borel & Co., Gen. Man., Supt. & Pur. Agt. J. W. Harris, Ch. Engr. & Ch. Engr. of Power Station, A. D. McLean.

General Office, California and Hyde Sts.

Reference.—Description of road, Vol. IX, June, '93, p. 379 (ill.).

Date of information, May, 1897. a z

Please note date of information at end of each report.

NATIONAL RAILWAY and allied lines
UNION DEPOT RAILROAD and allied lines
LINDELL RAILWAY
SOUTHERN ELECTRIC RAILWAY
ST.LOUIS & SUBURBAN RAILWAY
MISSOURI RAILROAD and allied lines
(Including Jefferson Avenue Railway)
PEOPLES RAILROAD and allied lines
City Limits of 1876
To Webster
FOREST
PARK
Carondelet Park
Shaws Botanical Garden
Tower Grove Park
Compton Hill Reservoir
Lafayette Park
Lyon Park
Benton Park
Fair Grounds
O'Fallon Park
Bellefontaine Cemetery
Calvary Cemetery
MISSISSIPPI
RIVER
MAP SHOWING THE
STREET RAILWAY SYSTEMS
OF THE
CITY OF ST.LOUIS
Street Railway Journal

Geary Street, Park & Ocean Railroad Co.—Chartered Nov. 1878. Annual meeting first Wednesday after second Tuesday in Apr.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $1,000,000, issued, $671,000; due 1921; int. payable Apr. and Oct.

Plant and Equipment.—Miles of main line 4, of second track, 4, total track (cable), 8; gauge, 4 ft. 8½ in.; 72 lb. girder rail; 71 cars, of which 31 are grip cars, 10 are combination cars and 30 trail cars; Union I. W. engines.

Officers.—Pres. C. F. Crocker, V. Pres. A. Grant, Sec. & Gen. Man. J. L. Willcutt, Treas. N. T. Smith, Supt. A. W. Barron, Mgr. Dept. of Purchases & Supplies, R. P. Schwerin.

General Office, Union Trust Bldg. and Hobart Bldg. adjoining.

Date of information, May, 1897. a d z

Market Street Railway Co.—Chartered 1893. This is a consolidation of the following companies:

Central R. R. Co.	Incorp.	1862
North Beach & Mission Ry. Co.	"	1862
City R. R. Co.	"	1863
Potrero & Bay View R. R. Co.	"	1866
Market St. Cable Ry. Co.	"	1882
Park & Ocean R. R. Co.	"	1883
Ocean Beach Ry. Co.	"	1885
Southern Heights & Visitacion Ry. Co.	"	1892
Ferries & Cliff House Ry. Co.	"	1887
Omnibus Cable Co.	"	1888
Market St. & Fairmount Ry. Co.	"	1886
*Metropolitan Ry. Co.	"	1891

*The ownership of the Metropolitan Ry. has since been acquired.

Capital Stock, authorized, $18,750,000, issued, $18,617,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $17,500,000, issued, $4,467,000; dated Sept. 1, 1894, due 1924; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

Market St. Cable Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, $3,000,000; dated Oct. 27, 1882, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company and of Southern Pacific Co., in New York; trustees of mortgage, J. O'B. Gunn, and Union Trust Co., of San Francisco.

Omnibus Cable Co.'s first mortgage 6 p. c. bonds, $2,000,000; dated Apr. 2, 1888, due 1918; denom. $1,000; int. payable Apr. and Oct., at office of the company; trustee of mortgage, California Safe Deposit & Trust Co.

Park & Cliff House Co.'s first mortgage 6 p. c. bonds, $350,000; dated Dec. 31, 1887, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, Thos. Brown and John R. Jarboe.

Powell St. Ry. Co.'s first mortgage 6 p. c. bonds, $700,000; dated Mar. 1, 1887, due 1912; denom. $1.000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and John R. Jarboe.

Park & Ocean R. R. Co.'s first mortgage 6 p. c. bonds, $250,000; dated Mar. 4, 1884, due 1914; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, W. E. Brown and C. E. Green.

Ferries & Cliff House Ry. Co.'s first mortgage 6 p. c. bonds, $650,000; dated Mar. 1, 1889, due 1914; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and John R. Jarboe.

Operation.—Year ending Dec., 31, 1896.

Gross receipts..... $3,259,989

Plant and Equipment.—Miles of track, 189.99; operated by cable, 60.51, by horses, 26.89, by steam, 19.74, by electricity, 82.85; gauge, 3 ft., 3 ft. 6 in., 4 ft. 8½ in., and 5 ft.; 37 lb. to 72 lb. tram, girder and T rail; 904 cars, of which 202 are horse cars, 428 cable cars, 211 electric cars, 16 trail cars and 47 motors and coaches; Union I. W. engines.

Officers.—Pres. C. F. Crocker, V. Pres. H. E. Huntington, Sec. & Controller J. L. Willcutt, Treas. N. T. Smith, Gen. Man. E. P. Vining, Div. Supts. A. W. Barron, J. C. Skinner, M. D. Stein, H. O. Rogers, H. A. Iddings, Ch. Elecn. S. L. Foster, Man. Dept. Purchases & Supplies, R. P. Schwerin.

Directors.—Chas. F. Crocker, H. E. Huntington, A. Hayward, W. J. Adams, Chas. G. Lathrop, Chas. Holbrook, F. S. Douty, N. T Smith, J. L. Willcutt.

General Office, Union Trust Bldg. and Hobart Bldg. adjoining.

References.—Market Street Railway Co.—Description of road, Vol. IX, June, '93, 383 (ill.); electrical overhead work in San Francisco, Vol. XII, Aug., '96, p. 485 (ill.); operating detail (brief), Vol. XII, Aug., '96, p. 496; description of road (brief), Vol. XII, Oct., 96, p. 607. North Beach & Mission Railway Co.—Description of road, Vol. IX, July, '93, p. 453. Ferries & Cliff House Railway Co.—Description of road, Vol. IX, June, '93, p. 395 (ill.). Omnibus Cable Co.—Description of road, Vol. IX, June, '93, p. 389 (ill.);

Date of information, May, 1897. a d z

Presidio & Ferries Railroad Co.—Chartered Jan., 6, 1882. Annual meeting fourth Friday in Jan.

Capital Stock, authorized and issued $1,000,000; par value, $100 per share.

Funded Debt, authorized, $250,000, issued, $150,000.

Plant and Equipment.—Miles of track, 11.5; operated by cable, 7.5, by horses, 2, by steam, 2; gauge, 5 ft.; 40 lb. and 42 lb. center bearing rail; 30 horses, 30 cars, of which 5 are horse cars and 25 grip cars.

Officers—Pres. G. A. Newhall, V. Pres. H. M. A. Miller, Sec. John B. Leighton, Treas. J. C. Johnson, Supt. I. F. Kydd.

General Office, 1111 Union St.

Reference.—Description of road, Vol. IX, June, '93, p. 392.

Date of information, May, 1897. z

San Francisco & San Mateo Electric Railway Co.—This property was sold on Apr. 11, 1896, under foreclosure of mortgage, and the company has been reorganized.

Operation.—Receiver's report, year ending May 11, 1895.

Gross receipts	$203,668
Operating expenses	179,233
Earnings from operation	24,435

Plant and Equipment.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 37 motor cars; Risdon I. & L. W. engines, Gen. Elec. dynamos and motors, Carter and O'Brien cars.

Officers.—Pres. A. B. Spreckels, V. Pres. John A. Buck, Sec. Wm. Clayton, Supt. & Pur. Agt. S. B. McLenigan, Elecn. Harry O'Dogherty, Ch. Engr. Robert Baxter.

Superintendent's Office, 102 30th St.

Reference.—Description of road, Vol. IX, July, '93, p. 451 (ill.).

Date of information, Sept., 1896. d

Sutro Railroad Co.

Capital Stock, authorized, $400,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 9.85; gauge, 4 ft. 8½ in.; 60 lb. T rail; 27 motor cars; Fulton Eng. & Ship B'ld'g engines, Gen. Elec., West. and Walker dynamos and motors, Holman cars.

Officers.—Pres. Adolph Sutro, V. Pres. O. F. Von Rhein, Sec. Theodore Krauss, Treas. American Bank & Trust Co., Supt. Pur. Agt. & Elecn. E. M. Van Frank, Ch. Engr. of Power Station, Thomas Mirk.

General Office, 32d Ave. and Clement St.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, May, 1897. d z

Sutter Street Railway Co.—Chartered, Nov., 1879, for 50 years. Annual meeting second Monday in June.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share. Dividends 5 per cent. per annum, payable quarterly.

Funded Debt.—First mortgage 5 p. c., gold coupon bonds, authorized, $1,000,000, issued, $900,000; dated May 1, 1888, due 1918; denom. $1,000; int. payable May and Nov., at office of the company; trustee of mortgage, California Title Insurance & Trust Co., of San Francisco.

Note.—$50,000 is to be passed to a sinking fund on May 1, 1908, and annually thereafter, and bonds may be called for the sinking fund at par and accrued interest in amounts of $50,000 and in consecutive numbered order, commencing with No 1.

The unissued first mortgage bonds now in the treasury may be issued and sold for cash by order of the directors.

Franchises.—Municipal franchises granted in 1879 expire in 1929.

Dividends, in 1896, $100,000.

Plant and Equipment.—Miles of track, 13; operated by cable, 11.5, by horses, 1.5; gauge, 5 ft.; 43 lb. girder rail; 60 horses, 75 cars, of which 2 are horse cars and 73 grip cars; Union I. W. engines, own cars.

Officers.—Pres. R. F. Morrow, V. Pres. J. L. Schmitt, Sec. A. K. Stevens, Treas. M. Schmitt, Supt. & Pur. Agt. J. Reynolds, Ch. Engr. of Power Station F. E. Mason.

General Office, Sutter and Polk Sts.

Reference.—Description of road, Vol. IX, June, '93, p. 393.

Date of information, May, 1897. d z

SAN JOSE, CAL.

Population in 1880, 12,467, in 1890, 18,060.

San Jose & Santa Clara Railroad Co.—Chartered July 9, 1868.

Capital Stock, authorized and issued, $500,000.

Please note date of information at end of each report.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; coupon, but may be registered; dated July 2, 1888, due 1898; denom. $1,000; int. payable Jan. and July, at office of Com. Savings Bank; trustee of mortgage, W. S. McMurtry, of San Jose.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 3 ft.; 35 lb. T rail; 20 cars, of which 16 are motor cars and 4 trail cars; Wheelock engines, Gen. Elec. dynamos and motors, Fitzgerald cars.

OFFICERS.—Pres. J. H. Henry, V. Pres. & Gen. Man. J. P. Burke, Sec. J. T. McGoeghegan, Treas. Commercial Savings Bank, Supt. W. W. Skinner, Ch. Engr. Percy Carmen, Elecn. F. K. Bowden.

GENERAL OFFICE, the "Alameda."

Date of information, May, 1897. a d z

San Jose Railroad Co.—This company is in the hands of receivers.

FUNDED DEBT, $350,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; 40 lb. steel T rail; 27 cars, of which 23 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Receivers James Findlay and Henry B. Alvord. Sole owner Jacob Rich.

Date of information, Dec., 1896. d

Willow Glen Railroad.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft.; 20 lb. steel T rail; 20 horses, 3 horse cars.

OFFICERS.—Sole owner Jacob Rich, Sec. E. M. Rosenthal.

Date of information, Mar., 1894.

SAN LUIS OBISPO, CAL.

Population in 1880, 2,243, in 1890, 2,995, in 1897, 4,000.

San Luis Street Railway Co.—Owned and operated by R. E. Jack.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft.; 16 lb. T rail; 10 horses, 5 horse cars.

GENERAL OFFICE, County Bank, of San Luis Obispo.

Date of information, May, 1897. a z

SANTA ANA, CAL.

Population in 1880, 711, in 1890, 3,628.

Santa Ana, Orange & Tustin Street Railway Co.—Chartered Mar. 30, 1886. This company has sold part of its tracks to the Santa Ana & Orange Motor Co. and has taken up the rest, preparatory to dissolution.

Date of information, May, 1897. a z

NEW CORPORATION.

Santa Ana & Orange Motor Co.—Chartered in Dec., 1896, to build a motor railway from Santa Ana to Orange, a distance of 5 miles. Franchises have been secured and some track laid. The company purchased a portion of the tracks of the Santa Ana, Orange & Tustin Street Ry. Co.

CAPITAL STOCK, authorized, $20,000, paid in, $13,000.

OFFICERS.—Pres. F. P. Nickey, Sec. & Treas. D. H. Thomas, Man. E. I. Tolle.

DIRECTORS.—W. B. Hervey, F. P. Nickey, M. A. Menges, D. H. Thomas, E. I. Tolle.

GENERAL OFFICE, Santa Ana.

Date of information, May, 1897. z

SANTA BARBARA, CAL.

Population in 1880, 3,460, in 1890, 5,864, in 1896 (local estimates), 7,000.

Santa Barbara Consolidated Electric Co.—This company is the successor to the Santa Barbara Street R. R. Co. Annual meeting in July. This company owns a municipal franchise which was granted in 1895, for 50 years. This company commenced operations in Oct., 1896.

CAPITAL STOCK, authorized, $200,000 issued, $50,000, in treasury, $150 000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $150 000, issued, $50,000, in treasury, $100,000; dated Nov. 1, 1896, due 1916; denom. $500; int. payable May and Nov., at office of State Loan & Trust Co., of Los Angeles, Cal., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 9; operated by electricity, 4.8; operated by horses, 4.2; gauge, 3 ft. 6 in.; 45 lb. T rail; 30 mules, 11 cars, of which 6 are horse cars and 5 motor cars; Ide engines, Gen. Elec. dynamos and motors, Hammond & Son cars, Dorner & Dutton trucks.

OFFICERS.—Pres. & Pur. Agt. C. W. D. Miller, V. Pres. A. Hope Doeg, Sec. H. S. Luster, Treas. A. P. Miller, Elecn. & Engr. Harry Wood.

DIRECTORS.—C. W. D. Miller, A Hope Doeg, H. S. Luster, L. L. Luster, A. P. Miller, H. K. Miller.

GENERAL OFFICE, Santa Barbara.

REFERENCE.—Description of opening of road (brief), Vol. XII, Dec. '96, p. 753 (ill.).

Date of information, Feb., 1897. a d

SANTA CRUZ, CAL.

Population in 1880, 3,898, in 1890, 5,594.

Santa Cruz Electric Railway Co.—This company owns and operates the Pacific Avenue R. R.

CAPITAL STOCK, $500,000.

FUNDED DEBT, $60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 3 ft. 2 in.; 35 lb. and 40 lb. girder and T rail; 8 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. J. H. Logan, V. Pres. Jas. P. Smith, Sec. W. T. Jeter, Treas. Bank of Santa Cruz County, Gen. Man. F. W. Ely.

Date of information, May, 1897. d z

SANTA ROSA, CAL.

Population in 1880, 3,616, in 1890, 5,216.

Santa Rosa Street Railroad Co.—Chartered June 5, 1877. This company is now in litigation and has suspended operations.

CAPITAL STOCK $25.000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 12 lb. T rail; 7 horses, 5 horse cars.

OFFICERS.—Pres. M. L. McDonald, Sec. & Treas. M. L. McDonald, Jr.

Date of information, Feb., 1897. a

Central Street Railway Co.—Chartered in 1891, for 50 years; municipal franchise granted for 25 years. Annual meeting first Tuesday in May.

CAPITAL STOCK, $25,000; par value, $50 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 3 ft. 6 in.; 24 lb. and 35 lb. flat rail; 4 cars.

OFFICERS.—Pres. J. D. Barnett, V. Pres. W. D. Reynolds, Sec. B. M. Spencer, Treas. W. Prindle, Supt. W. H. Lee.

DIRECTORS.—J. D. Barnett, W. D. Reynolds, B. M. Spencer, W. Prindle, W. H. Lee, J. H. Kinsel, John Roberts.

Date of information, May, 1897. a d z

Union Street Railway Co.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft. 6 in.; 35 lb. flat rail; 8 cars.

OFFICERS.—Pres. B. M. Spencer, V. Pres. F. E. Cherry, Sec. Jno. S. Taylor, Treas. H. G. Halman.

Date of information, May, 1897. a z

SARATOGA, N. Y.

Population in 1880, 8,421, in 1890, 11,975.

Saratoga Traction Co.—Chartered in May, 1897, as the successor to the Union Electric Ry. Co. of Saratoga, whose property was sold under foreclosure.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $130,000; dated 1897, due 1926; denom. $500; int. payable Jan. and July.

OPERATION.—No report for the year ending June 30, 1896, was given out. The following is the report for the years ending June 30,

	1893.	1894.	1895.
Gross receipts	$24,502	$20,670	$24,499
Operating expenses	8,168	7,785	21,162
Earnings from operation	16,334	12,915	3,337
Deductions from earnings.			
Interest	6,000	3,187	7,020
Taxes	592	488	776
Rentals			706
Net income	9,743	9,240	*5,166
Total surplus account	8,683	17,923	12,757

*Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1895.
General expenses	$ 9,133
Transportation expenses	9,174
Maintenance of way and buildings	2,006
" " equipment	849
Total	$21,162

BALANCE SHEET of the Union Electric Ry. Co., dated June 30,

	1894.	1895.
ASSETS.		
Cost of road	$407,119	$388,325
" equipment	45,606	65,244
Cash assets	118	468
Discount		125,000
Total	$452,843	$466,536
LIABILITIES.		
Capital stock	$300,000	$300,000
Funded debt	100,000	137,500
Bills payable	31,920	14,528
Other liabilities	3,000	1,752
Profit and loss (surplus)	17,923	12,757
Total	$452,843	$466,536

*Note discrepancies in footings of assets for 1895.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.1; gauge, 4 ft. 8½ in.; 35 lb. and 50 lb. T rail; 17 cars, of which 6 are motor cars and 11 trail cars; West. engines, Gen. Elec. dynamos and motors, Brill and Pullman cars.

OFFICERS.—Receiver James L. Scott, Pres. C. E. Arnold, Sec. & Treas. A. J. Voyer, Supt. Hugh O'Neil.

DIRECTORS.—Henry Smith, Clifford D. Gregory, Chas. E. Arnold, A. J. Voyer, John L. Hemming, George N. Southwick, George I. Humphrey, Edward J. Slattery, A. C. Kaufman, Marshall Barnes, W. F. Orr, Bernard Brunner, T. C. Luther.

GENERAL OFFICE, County Bank Bldg., Albany, N. Y.

Date of information, May, 1897. y

SARNIA, ONT.

Population in 1894 (local estimates), 7,000.

Sarnia Street Railway Co.—Chartered 1875, for 30 years.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 21 horses, 9 horse cars; Patterson & Corbin and Brill cars.

OFFICERS.—Pres. Jas. S. Symington, V. Pres. S. A. Macvicar, Sec. Treas. Gen. Man. Supt. & Pur. Agt. H. W. Mills.

DIRECTORS.—C. Mackenzie, J. F. Lister, S. A. Macvicar, W. B. Collins, J. Flimtoft.

GENERAL OFFICE, Front St.

Date of information, May, 1897. a d z

SAULT STE. MARIE, MICH.

Population in 1880, 1,947, in 1890, 5,760; in 1897, 10,000.

Sault Ste. Marie Street Railway Co.—This road is not now in operation. In Apr., 1897, the city tore up the company's tracks.

CAPITAL STOCK, $25,300, cash paid in to equip, $60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.25; gauge, 4 ft. 8½ in.; 20 lb. T rail; 5 motor cars; Detroit dynamos and motors.

OFFICER.—Gen. Man. Jas. R. Ryan.

Date of information, May, 1897. z y

SAVANNAH, GA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Savannah, the capital of Chatham County, is located on the Atlantic seacoast of southeastern Georgia, 18 miles from the mouth of the Savannah River.

Population.—The population in 1880 was 30,709, in 1890, 43,189, an increase of 41 per cent.. and in 1897, 63,980.

Railroad and Steamship Connections.—The Central R. R. of Georgia, the South Bound R. R., and the Charleston & Savannah R. R., and Savannah, Florida & Western R. R. of the Plant system enter the city. Steamship lines also operate regularly to New York, Boston, Philadelphia, Baltimore and other ports.

Manufacturing Interests.—A capital of about $2,980,000 is employed in the various manufacturing industries of the city, the principal productions being cotton goods, fertilizers, paper, lumber, foundry and machine shop products. Savannah is one of the most important ports of the South. The export trade in cotton, rice, lumber and naval stores amounts to about $50,000,000 annually. There is also a large traffic in phosphate fertilizers. About 1,600 hands are employed in these industries, receiving in wages about $848,000 per annum, and the value of the manufactured product is about $4,470,000 per annum.

Banking Capital.—There are now (1897) 2 national banks with a combined capital and surplus of $975,000; 5 state banks with capital and surplus of $2,424,000; 3 trust companies, with capital and surplus of $735,400, and 1 private bank. The total banking capital is $4,134,400.

Assessed Valuation.—The assessed valuation of real estate is (1896) $24,360,457, the property being assessed at about 67 per cent. of its real value. The assessed valuation of the personal property is $10,408,992. The total valuation of real and personal property is $34,769,449.

Municipal Debt.—The municipal debt of the city less sinking funds is (1897) $3,363,600.

Tax Rate.—The tax rate (State, County and City) is (1896) $26.10 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Savannah Traction Co.—This company is the successor to The Electric Ry. Co. of Savannah, which was sold under foreclosure of its consolidated mortgage on Jan. 5, 1897, for $210,000, to Herman Myers and J. H. Fall, of Nashville, representing New York bondholders. The company has been reorganized and extensive improvements are being made.

Capital Stock.—New issue unknown.

Funded Debt.—None.

Operation.—The last report received is for the 14 mos., ending

Feb. 29,	1895.	1896.
Gross receipts	$102,102	$ 95,412
Operating expenses	94,271	83,308
Earnings from operation	7,831	12,104
Fixed charges	7,679	7,439
Net income	152	4,665

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 50 lb. T and flat rail; 54 motor cars; A. & S. engines, Gen. Elec. and West. dynamos and motors, Brill cars.

Officers.—Pres. Herman Myers, V. Pres. J. H. Fall (Nashville), Sec. & Treas. T. G. Reid, Man. Dir. J. S. Collins, Supt. & Elecn., J. W. McFarland, Ch. Engr. E. F. R. Grayson.

Directors.—Herman Myers, Jacob Paulsen, W. W. Mackall, J. S. Collins, of Savannah; T. W. Wrenne, J. H. Fall, Van Lear Kirkman, of Nashville, Tenn.

References.—Description of road, Vol. X, Mar., '94, p. 176; (brief), Vol. X, Souv., '94, p. 32; receivership, Vol. XI, Feb., '95, p. 124; reorganization, Vol. X, Dec., '94, p. 816.

Date of information, Jan., 1897.

City & Suburban Railroad Co.—Chartered Apr., 1882; municipal franchise granted in 1868. Annual meeting first Tuesday in Feb.

Capital Stock, authorized and issued, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 7 p. c. bonds, authorized and issued, $200,000; dated 1882, due Jan. 1, 1907; int. payable quarterly Feb., May, Aug. and Nov., at office of Savannah Bank & Trust Co.; trustee of mortgage, T. M. Cunningham.

Second mortgage 7 p. c. bonds, authorized and issued, $50,000; dated 1883, due 1903; int. payable Jan. and July, at office of Savannah Bank & Trust Co.; trustee of mortgage, T. M. Cunningham.

Plant and Equipment.—Miles of track, 21; operated by electricity, 16, by steam, 5; gauge, 5 ft.; 35 lb. to 52 lb. center bearing and T rail; 28 cars, of which 6 are steam cars, 16 are motor cars and 6 trail cars; Gen. Elec. motors, Brill and St. Louis cars; rent power and cars from the Savannah, Thunderbolt & Isle of Hope Ry. Co.

Officers.—Pres. J. H. Johnston, V. Pres. Henry Parsons, Sec. E. J Thomas, Treas. E. J. Thomas, Jr., Asst. Supt. J. E. Lewis.

Directors.—J. H. Johnston, Henry Parsons, J. N. Harriman, E. J. Thomas, C. S. Hardee, Luke Carson.

General Office, Second Ave. and Whitaker St.

Reference.—Description of road (brief), Vol. X, Mar., '94, p. 176; Vol. X, Souv., '94, p. 32.

Date of information, May, 1897. a z

Savannah, Thunderbolt & Isle of Hope Railway Co.—Chartered in 1892. This company owns a municipal franchise granted in 1872.

Capital Stock, issued, $50,000.

Plant and Equipment.—Miles of track (electric), 9; gauge, 5 ft.; 45 lb. and 50 lb. T rail; 17 cars, of which 15 are motor cars and 2 trail cars; Cooper engines, Gen. Elec. dynamos and motors, Brill and St. Louis cars.

Please note date of information at end of each report.

Officers.—Pres. & Treas. J. H. Johnston, V. Pres. Henry Parsons, Sec. E. J. Thomas.

Directors.—J. H. Johnston, C. S. Hardee, J. N. Harriman, B. J. Squires, E. J. Thomas, Henry Parsons.

General Office, Bolton St.

References.—Description of road (brief), Vol. X, Mar., '94, p. 176; power station record (brief), Vol. XII, May, '96, p. 289.

Date of information, May, 1897. a d z

SCHENECTADY, N. Y.

Population in 1880, 13,655, in 1890, 19,902.

Schenectady Railway Co.—Chartered Feb. 12, 1895. This is a reorganization of the Schenectady Street Ry. Co., which went into the hands of a receiver in 1893. The reorganized company commenced business on Feb. 17, 1895, without floating debt. It operates the entire street railway, electric light and power plant in the city.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $222.994; dated Jan. 1, 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

NOTE.—These bonds are also secured by $79,700 of the stock of the Schenectady Illuminating Co., which has been deposited as collateral.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers	$29,380	$32,958
" other sources	15,370	19,164
" total	44,750	52,122
Operating expenses	39,422	35,436
Earnings from operation	5,328	$16,686
Deductions from earnings.		
Taxes	1,312	1,009
Interest		11,150
Net income	4,016	4,528
Total surplus account	91,891	102,588

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 5,718	$ 5,547
Transportation expenses	17,444	19,592
Maintenance of way and building	4,900	2,730
" equipment	11,360	7,566
Total	$39,422	$35,436

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.
Passengers carried	587,580	659,166
Car miles run	181,290	
Total receipts per car mile	$.247	
Operating expenses per car mile	.217	

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road and equipment	$439,386	$452,742
Stock	179,768	179,767
Cash	1,951	437
Open accounts	6,591	6,303
Material and supplies	4,869	4,513
Other assets	2,318	1,720
Total	$634,884	$645,482
LIABILITIES.		
Capital stock	$300,000	$300,000
Funded debt	222,994	222,994
Interest	5,575	
Loans		12,500
Account payable	4,372	6,328
Other liabilities	10,051	1,072
Profit and loss (surplus)	91,891	102,588
Total	$634,884	$645,482

PLANT AND EQUIPMENT.—Miles of track (electric), 4.87; gauge, 4 ft. 8½ in.; 35 lb. to 90 lb. rail; 15 cars; West. engines, Gen. Elec. and West dynamos, Gen. Elec. motors, Gilbert, Stephenson and Jones cars.

OFFICERS.—Pres. Wm. Henry White, V. Pres. & Man. Geo. W. Jones, Sec. W. A. Esselstyn, Treas. J. P. Ord, Supt. H. S. Cooper.

DIRECTORS.—P. Ferd. Kobbe, Wm. Henry White, A. G. MacAndrew, Geo. W. Hebard, L. L. Clark, Chas. A. Lieb, of New York; J. P. Ord, Geo. W. Jones, John Kruesi, of Schenectady.

GENERAL OFFICE, Fuller St., near So. Church St.

REFERENCES.—Life of gears and pinions, Vol. XIII, Mar. '97, p. 154; description of parks (brief), Vol. XIII, Feb., '97, p. 94; operating detail, Vol. XIII, Feb., '97, p. 97.

Date of information, Nov., 1896. b d

SCRANTON, PA.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Scranton is situated on the Lackawanna River, in northeastern Pennsylvania, and is the capital of Lackawanna County.

Railroad Connections.—The following railroads enter the city: Philadelphia & Reading R. R., Delaware, Lackawanna & Western R. R., Delaware & Hudson Canal Co. R. R., Erie & Wyoming Valley R. R., New York, Ontario & Western R. R. and the Central R. R. of New Jersey.

Manufacturing and Commercial Interests.—A capital of about $15,000,000 is employed in the various manufacturing industries of the city, the principal productions being iron and steel, malt liquors, lumber, flouring and grist mill products, carriages and wagons, silk and silk goods, saddlery and harness, printing and publishing, and photography. Of these, the iron industry is by far the largest, and has been developed to a very great extent. In addition to its manufacturing interests Scranton also does a very large business in anthracite coal, which is produced from mines in the immediate neighborhood. About 8,500 hands are employed in these industries, receiving in wages about $4,000,000 per annum, and the value of the manufactured product is about $22,800,000 per annum.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $1,805,000; 1 state bank, with capital and surplus of $330,000; 1 trust company, with capital and surplus of $310,000; 3 savings banks with capital and surplus of $361,000. The total banking capital is $2,806,000.

	1880.	1890.	1896.
Population.	45,850c	75,215c	112,000
Area, in square miles	.....	.....	19.25
Population per square mile	.....	.....	5,815
Assessed Valuation			
Real estate (33⅓ actual value) $	4,582,871	15 196,294	18,720,458
Personal property $	97,934	561,943	249,375
Total $	4,680,805	15,758,237	18,969,833
" per cap, $	102	210	.....
***Municipal Debt,** net $	325,202c	361,735c	635,980
" " per cap. $	7	5	.....
Tax Rate, per $1,000 $	.....	.....	33 33
Manufacturing Interests.			
No. of establishments	216c	138c	.....
Capital invested $	4,470,631c	15,144,936c	.....
" " per cap. $	98	201	.....
No. of employes	3,549c	8,500c	.....
Wages per annum $	1,313,287c	3,921,831c	.....
Cost of materials $	6,671,479c	15,968,846c	.....
Value of product $	8,561,850c	22,801,028c	.....
Banking Capital $	.....	.....	2,806,000b
" " per cap. $	.....	.....	.....

* Including water debt, deducting sinking fund. b 1897 c Census.

STREET RAILWAY SYSTEM—Present Companies.

Scranton Railway Co.—This company owns and operates all the street railways of the city of Scranton, having acquired title thereto by consolidation of the Scranton Passenger Ry. Co., the Scranton Suburban Ry. Co., the Dunmore Street Ry. Co. and the Valley Passenger Ry. Co. into the People's Street Ry. Co. of Luzerne County, after the name of that company had been changed to the Scranton Ry. Co., and by the purchase of the property of the Scranton Traction Co. The Scranton Ry. Co. retains the valuable charter, franchises and privileges of the People's Street Ry. Co. of Luzerne County, which was organized under special charter granted by the Legislature of Pennsylvania, Mar. 23, 1865. This company also operates under favorable leases the lines of the Scranton & Carbondale Traction Co., the Lackawanna Valley Traction Co. and the Scranton & Pittston Traction Co., $294,500 of the bonds of the latter company having been guaranteed by the Scranton Traction Co., which guarantee is now assumed by the Scranton Ry. Co.

Capital Stock, outstanding and paid in, $2,500,000; par value, $50 per share.

Funded Debt.—First consolidated 5 p. c. gold bonds, anthorized and issued, $2,500,000; dated Jan. 1, 1897, due Nov. 1, 1932; denom. $1,000; int. payable Jan. and July, in Philadelphia (Bullitt Building,) or Scranton; trustee of mortgage, Continental Trust Co., of New York.

Note.—Of the $2,500,000 of the first consolidated mortgage bonds there are reserved in the hands of the trustee $1,600,000 to retire at maturity the following bonds:

People's Street Ry. Co. of Luzerne County, first mortgage, due 1918	$ 200,000
People's Street Ry. Co. of Luzerne County, general mortgage, due 1921	100,000
Scranton Suburban Ry. Co., first mortgage, due 1909	200,000
Scranton Passenger Ry. Co., first mortgage, due 1920	100,000
Scranton Traction Co., first mortgage, due 1932	1,000 000

Please note date of information at end of each report.

These consolidated bonds are a first mortgage upon one-quarter of the entire street railway system of Scranton, and a consolidated mortgage upon the balance; they are also a first mortgage upon the leasehold interests in the Scranton & Carbondale Traction Co., the Scranton & Pittston Traction Co. and the Lackawanna Valley Traction Co., comprising 21 miles of suburban railways outside of the corporate limits of Scranton operated by the Scranton Ry. Co.

Operation.—Year ending Dec. 31, 1896. (Not including suburban lines.)

Gross receipts	$353,814
Operating expenses	185,508
Earnings from operation	168,306
Deductions from earnings.	
Fixed charges	134,255
Net income	34,051

Plant and Equipment.—Miles of track (electric), 33.5; gauge, 4 ft. 8½ in.; 40 lb. to 80 lb. T and girder rail; 83 motor cars; West. dynamos and motors.

Officers.—Pres. C. M. Clark, V. Pres. J. P. Ilsley, Sec. & Treas. C. Ford Stevens, Gen. Man. Frank Silliman, Jr.

Directors.—C. M. Clark, J. P. Ilsley, E. W. Clark, Jr., C. Ford Stevens, Frank Silliman, Jr., Timothy Burke, Horace E. Hand.

General Manager's Office, Scranton, Pa.; President's, Treasurer's and Transfer Office, Bullitt Bldg., Philadelphia, Pa.

Date of information, May, 1897. a d z

The Scranton Traction Co.

Capital Stock, issued, $2,000,000; par value, $50 per share.

Funded Debt.—Issued, $1,000,000; due 1932; int. payable May and Nov.

(See Scranton Ry. Co.)

People's Street Railway Co. of Luzerne County.—(See Scranton Ry. Co.)

Scranton Passenger Railway Co.—(See Scranton Ry. Co.)

Scranton Suburban Railway Co.—(See Scranton Ry. Co.)

Valley Passenger Railway Co.—(See Scranton Ry. Co.)

Scranton & Carbondale Traction Co.—Chartered Feb., 1893. Annual meeting first Wednesday in Nov. This property is operated under lease by the Scranton Ry. Co.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, $150,000; coupon, but may be registered; dated Apr. 1, 1893, due Jan. 1, 1923; denom. $1,000; int. payable Jan. and July, at office of Lackawanna Trust & Safe Deposit Co., of Scranton, trustee of mortgage, and at office of Union Trust Co., of Philadelphia.

Officers.—Pres. Geo. A. Fletcher, V. Pres. G. Martin Brill, Sec. Percy S. Bickmore, Treas. Geo. L. Mitchell.

Directors.—Geo. A. Fletcher, G. Martin Brill, A. N. Chandler, J. H. Noblit, John Dignau, Edw. A. Schmidt, of Philadelphia; Wm. R. Dunham, of Altoona, Pa.

Date of information, May, 1897. a z

Scranton & Pittston Traction Co.—Chartered Sept., 1893.—The property of this company is operated under lease by the Scranton Ry. Co.

Capital Stock, authorized, $1,050,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $525,000; dated Oct. 1, 1893, due 1923; denom. $500 and $1,000; int. payable (free of tax) Apr. and Oct.; $294,000 of these bonds are guaranteed, principal and interest, by the Scranton Traction Co.

Note.—The unissued treasury bonds may be issued for extensions at a rate not exceeding $25,000 per mile of track.

The mortgage deed provides for a sinking fund to which $5,000 per annum shall be passed after Oct. 1, 1896.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. T rail; 9 motor cars; Jackson & Sharp and St. Louis cars.

Date of information, May, 1897. a z

SEA CLIFF, N. Y.

Sea Cliff Inclined Cable Railway Co.—Chartered Nov. 27, 1885. Annual meeting Sept. 27. This is an inclined cable railway, running from the shore and wharf at Sea Cliff to the top of the bluff. It is operated only in summer.

CAPITAL STOCK, authorized, $10,000, issued, $9,500; par value, $10 per share.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $2,000; dated Feb. 6, 1888; int. payable Feb. 6 and Aug. 6.

OPERATION.—Year ending June 30,	1894.	1895.	1696.
Gross receipts	$ 1,376	$ 1,111	$1,181
Operating expenses	948	1,212	688
Earnings from operation	428	*101	493
Deductions from earnings.			
Taxes	164	123	135
Interest		80	80
Net income	264	*304	278
Total surplus account	262	*42	*26

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 72	$ 43
Transportation expenses	625	610
Maintenance of way and buildings	384	35
" " equipment	131	
Total	$1,212	$688

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 7,102	$ 7,480	$ 7,480
Cost of equipment	4,878	4,500	4,500
Cash	16		
Supplies	25		
Profit and loss (deficit)		42	26
Total	$12,020	$12,022	$12,006
LIABILITIES.			
Capital stock	$ 9,500	$ 9,500	$ 9,500
Funded debt	2,000	2,000	2,000
Interest	40	33	33
Loans		219	111
Open accounts	218	270	362
Profit and loss (surplus)	262		
Total	$12,020	$12,022	$12,006

PLANT AND EQUIPMENT.—Length of track (cable), 956 ft.; 2 cable cars.

OFFICERS.—Pres. J. W. Lane, V. Pres. F. D. Peet, Sec. & Treas. A. C. Dailey.

DIRECTORS.—J. W. Lane, of Bensonhurst, L. I.; Edw. Cromwell, of Glen Cove, L. I.; J. M. Oldrin, of Sea Cliff, L. I.; F. D. Peet, A. C. Dailey, of New York City.

GENERAL OFFICE, Sea Cliff Hotel, Sea Cliff, L. I.

Date of information, Nov., 1896. b

SEARCY, ARK.

Population, in 1880, 840, in 1890, 1,203,

Searcy & West Point Railroad Co.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, 8.5; operated by steam, 5, by horse, 3.5; gauge, 4 ft. 8½ in.; 22 lb. and 35 lb. T rail; 2 horses, 2 cars; Porter engines.

OFFICERS.—Pres. W. A. Lighth, V. Pres. E. A. Robbins, Sec. J. S. Sanford, Treas. J. E. O'Killem, Gen. Man. & Pur. Agt. Jasper Hicks, Ch. Engr. J. M. Finley.

Date of information. Oct., 1895.

SEATTLE, WASH.

Population in 1880, 3,533, in 1890, 42,837, in 1892, 57,542.

Seattle Traction Co.—Chartered in Dec., 1896, as the successor to the Seattle Consolidated Street Ry. Co., whose property was sold under foreclosure of mortgage. This company leased on Feb. 20, 1896, the property of the Green Lake Electric Ry. Co., on consideration of the payment of taxes.

CAPITAL STOCK, authorized, $1,000,000, outstanding, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued (see Note), $600,000; coupon, but may be registered; dated 1897, due Jan. 2, 1927, but subject to call at 105; denom. $500 and $1,000; int. payable at office of Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

Second mortgage 6 p. c. gold income bonds, outstanding $342,000; coupon, but may be registered; dated 1897, due Jan. 3, 1927, but subject to call at par; denom. $1,000; int. payable at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

NOTE.—The interest on $75,000 (Nos. 1 to 150 inclusive, denom. $500) of the first mortgage bonds is preferred over the interest on all other bonds until Jan., 1907; the interest on $68,000 (Nos. 151 to 218 inclusive, denom. $1,000) is preferred to Oct. 1, 1899, subject to the

above mentioned $75,000; the remaining issued bonds, $457,000 (Nos. 219 to 318 inclusive, denom. $500 and Nos. 319 to 725 inclusive, denom. $1,000), bear interest absolutely after Oct. 1, 1899. The second mortgage bonds have been issued in two series; the bonds in series A (Nos. 1 to 42), $42,000 are preferred over series B as to principal and interest.

FRANCHISES.—The company owns municipal franchises which were granted in 1895 and expire in 1945.

OPERATION.—The following reports were all made by the Seattle Consolidated Street Ry. Co. Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass.....	$125,684	$ 98,121	$76,938	$58,906	$66,096
" other sources...	10,569	9,889	14,478	16,384	14,789
" total.....	136,253	108,010	91,416	75,290	80,885
Operating expenses...	118,946	93,548	78,244	73,081	*66,497
Earnings from oper'n..	17,307	14,462	13,172	2,209	14,388
Deduct. from earnings.					
Interest on bonds..	51,660	51,660	51,660	51,660	
" float'g debt..	6,793	6,721	7,837	9,214	
Taxes.....	1,600	3,051	3,364	2,657	
Deficit.....	42,746	46,970	49,689	61,322	
Per cent. op. exp. to total receipts.....	87.3	86.6	85.7	97.1	82.2

*Including taxes and insurance.

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1892.	1893.	1894.	1895.	1896.
Car miles run.....	777,114	701,553	640,188	519,288	597,227
Tot. rec'ts per car mile..	$.175	$.154	$.143	$.145	$.135
Op. exp. per car mile..	.153	.133	.122	.141	.111

*BALANCE SHEET.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment...	$2,128,868	$2,107,639	$2,144,462
Other permanent investments.			30,446
Cash assets.....	5,272	20,286	7,482
Bills and accounts receivable..		7,742	6,521
Material and supplies.....		225	
Other assets.....	485,769	470,353	440,000
Profit and loss (deficit).....	124,136	265,560	316,822
Total.....	$2,744,045	$2,871,806	$2,945,733
LIABILITIES.			
Capital stock.....	$1,500,000	$1,500,000	$1,500,000
Funded debt.....	1,000,000	1,000,000	1,000,000
Bills payable.....	73,336	94,214	92,384
Other liabilities.....	170,709	82,544	97,987
Accrued interest.....		195,048	255,362
Total.....	$2,744,045	$2,871,806	$2,945,733

*Reported by the Seattle Consolidated Street Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.4, gauge, 4 ft. 8½ in.; 30 lb. to 72 lb. T and girder rail; 19 motor cars, 41 motors, 500 H. P. engines, 560 H. P. dynamos, Reynolds-Corlis engines, Gen. Elec. and West. dynamos and motors, Jones, Hammond and Pullman cars, Brill, Bemis, McGuire and Peckham trucks.

OFFICERS.—Pres. & Gen. Man. Geo. B. Blanchard, Sec. A. L. Kempster, Treas. Allen B. Forbes (Chicago), Supt. W. Lawson, Ch. Engr. M. Carroll, Elecn. J. R. Oakley.

DIRECTORS.—N. W. Harris, Henry S. Boutelle, Allen B. Forbes, of Chicago; M. F. Backus, Andrew Abt, W. J. Grambs, Geo. B. Blanchard, of Seattle, Wash.

GENERAL OFFICE, 5th Ave. and Pine St.

REFERENCES.—Franchise, Vol. IX, Jan., '93, p. 51; description of road, Vol. IX, May, '93, p. 314 (ill.). RAINIER RY. & POWER CO.—Reorganization, Vol. XI, Mar., '95, p. 183

Date of information, May, 1897. a z y

Green Lake Electric Railway Co.—Chartered Oct. 10, 1889. Leased to Seattle Traction Co.

CAPITAL STOCK, authorized, $70,000, issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $50,000; coupon, but may be registered; dated 1891, due 1911; denom. $500; int. payable July and Dec. in Seattle and New York; trustee of mortgage, Seattle Safe Deposit & Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail.

OFFICERS.—Pres. W. D. Wood, V. Pres. & Gen. Man. E. C. Kilbourne, Sec. & Treas. C. A. Kilbourne.

DIRECTORS.—W. D. Wood, E. C. Kilbourne, James Leddy, V. Hugo Smith, C. E. Chapin.

GENERAL OFFICE, 815 Second St.

Date of information, May, 1897. a z

Seattle & Renton Railway Co.—Chartered in Dec., 1896, as the successor to the Seattle & Rainier Beach Ry. Co.

CAPITAL STOCK, authorized and issued, $75,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $40,000, issued, $20,000; dated Aug. 1, 1895, due 1901; denom. $5,000; int. payable at office of Guarantee Loan & Trust Co., of Seattle, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12,75; gauge, 4 ft. 8½ in.; 30 lb. to 56 lb. T and 45 lb. girder rail; 15 cars, of which 5 are motor cars and 10 trail cars; Corliss engines, Gen. Elec. dynamos and motors, Northern and Stockton cars, Brill, McGuire & Bemis trucks.

OFFICERS.—Gen. Man. F. H. Osgood, Elecn. W. D. Calder.

DIRECTORS.—A. M. Brookes, M. B. Haynes, J. A. Jackson.

GENERAL OFFICE, Dexter Horton Bank Bldg., Seattle, Wash.

REFERENCES.—Description of road (brief), Vol. IX, May, '93, p. 316; description of balance weights, Vol. VII, Apr., '91, p. 170.

Date of information, May, 1897. a z

West Street & North End Electric Railway Co.—Franchises granted in 1889 and 1890 for 25 years. Annual meeting first Monday in Feb.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $300,000; dated Sept. 1, 1890, due 1910; denom. $1,000; int. payable Mar. and Sept., at office of Metropolitan Trust Co., of New York, trustee of mortgage.

OPERATION.—The last report received is for the year ending Dec. 31, 1895.

Receipts from passengers.....	$25,861
" other sources.....	3,876
" total.....	29,737
Operating expenses (including taxes).....	15,031
Earnings from operation.....	14,706
Net income.....	14,706
Per cent. op. exp. to total receipts.....	50.5

*BALANCE SHEET.—Dec. 31, 1895.

Assets.		Liabilities.	
Cost of road.....	$ 177,445	Capital stock.....	$1,000,000
" equipment....	118,253	Funded debt.....	300,000
Other perm. invest'ts.	37,126	Bills and acc'ts pay'ble	5,862
Cash.....	1,824	Earnings.....	27,890
Bills and acc'ts rec'ble.	911	Profit and loss (surplus)	24,678
Material and supplies.	1,811		
Other assets.....	1,021,060		
Total.....	$1,358,430	Total.....	$1,358,430

*No balance sheet for 1896 has been received.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 36 lb. and 50 lb. T and girder rail; 14 cars, of which 13 are motor cars and 1 trail car; 375 H. P. station plant; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Northern cars.

OFFICERS.—Pres. Treas. & Gen. Man. S. L. Shuffleton, V. Pres. B. Pelly, Sec. W. A. Walthew, Supt. & Elecn. O. Elmore, Ch. Engr. J. Auckland.

TRUSTEES.—Thos. Burke, S. L. Shuffleton, H. B. Huntley, B. Pelly.

GENERAL OFFICE, 618 Burke Bldg.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 315.

Date of information, May, 1896.

Grant Street Electric Railway Co.—Chartered Nov. 6, 1891.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT, $125,000.

OPERATION.—The receiver reports for the six months ending June 30, 1896, as follows:

Gross receipts.....	$12,862
Operating expenses.....	11,161
Earnings from operation.....	1,701

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5, of road, 6 5; gauge, 3 ft. 6 in.; 56 lb. girder and T rail; 11 motor cars; West. engines, Gen. Elec. dynamos and motors, Rholfs & Shoder cars.

OFFICERS.—Receiver W. J. Grambs, Pres. F. E. Sanders, V. Pres. N. B. Sanders, Sec. & Treas. L. D. Bruns, Supt. Geo. Upt.

GENERAL OFFICE.—113 James St.

REFERENCE.—Description of road (brief), Vol. IX, May, '93, p. 316.

Date of information, May, 1897. a z

Please note date of information at end of each report.

Madison Street Cable Railway Co.—Chartered Sept. 17, 1889. This company controls the South Seattle Cable Ry. Co.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $450,000; coupon, but may be registered; dated 1890, due 1910; int. payable Apr. and Oct.

PLANT AND EQUIPMENT.—Miles of track (cable), 7.25, of road, 3.6; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 38 lb. girder rail; 19 cars, of which 16 are grip cars and 3 freight trail cars; 600 H. P. station plant; Hamilton-Corliss engines, S. C. H. & A. Works cars.

OFFICERS.—Pres. H. G. Struve, V. Pres. R. H. Denny, Sec. M. McMicken, Treas. J. Furth, Asst. Sec. W. B. Goodrich, Supt. S. Gibson.

GENERAL OFFICE, Madison St. Power House.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 311 (ill.).

Date of information, May, 1897. a z

Seattle City Railway Co.

CAPITAL STOCK, $600,000.

FUNDED DEBT, $1,000,000.

PLANT AND EQUIPMENT.—Miles of track (cable), 5, of road, 5; gauge, 3 ft.; 16 lb. T rail; 27 cars, of which 12 are grip cars and 15 trail cars.

OFFICERS.—Receiver W. A. Underwood (40 Wall St., New York), Gen. Man., Supt. & Pur. Agt. A. F. Haas.

GENERAL OFFICE, Power House, Yessler Ave.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 315.

Date of information, May, 1897. a z

Union Trunk Line.—Chartered June, 1890. Annual meeting in Dec.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $500,000, issued, $350,000, in treasury for future extensions, $150,000; coupon, but may be registered; dated 1891, due 1911; denom. $1,000; int. payable at office of Central Trust Co. of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 16; operated by electricity, 14.5, by cable, 1.5; gauge, 3 ft., 6 in.; 56 lb. T and girder rail; 23 cars, of which 15 are motor cars and 8 grip cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. M. H. Young, V. Pres. F. E. Sander, Sec. J. D. Lowman, Treas. R. R. Spencer, Gen. Supt. & Pur. Agt. David Bruce, Ch. Engr. of Power Station J. C. Biegert, Elecn. W. W. McGilvary.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 311 (ill.).

Date of information, May, 1897. a z

West Seattle Cable Railway Co.

CAPITAL STOCK, $150,000.

PLANT AND EQUIPMENT.—Miles of track (cable), 2; gauge, 3 ft. 6 in.; 4 cars, Wheelock engines.

OFFICERS.—Pres. Homer S. King, Sec. & Man. J. H. Watson.

REFERENCE.—Description of road (brief) Vol. IX, May, '93, p. 316.

Date of information, May, 1896.

Front Street Cable Railway Co.—This company leases the North Seattle Cable Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (cable), 5.5; gauge, 4 ft. 8¾ in.; 40 lb. girder rail; 12 grip cars; Frick-Corliss engines, Hammond, St. Louis and Woodman cars.

OFFICERS.—Receiver O. D. Colvin, Pres. D. T. Denny, Sec. W. G. Dickinson, Supt. W. M. Caldwell, Ch. Engr. C. Pfaff.

GENERAL OFFICE, Front St. Power House.

Date of information, May, 1897. d z

Woodland Park Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 motor car; Gen. Elec. dynamos and motors, Brill cars.

REFERENCE.—Description of road (brief), Vol. IX, May, '93, p. 317.

Date of information, May, 1897. z

Third Street & Suburban Railway Co.—Chartered Feb. 11, 1895, as a successor to the Rainier Ry. & Power Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $185,000, issued, $184,000; dated Feb. 1, 1895, due 1915; denom. $1,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 9 cars, of which 8 are motor cars and 1 trail car; 250 H. P. station plant, Ideal engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. M. Brooks, V. Pres. D. T. Denny, Sec. & Gen. Man. W. J. Grambs, Treas. G. E. Wright, Supt. J. O'Donnell.

TRUSTEES.—A. M. Brooks, W. J. Grambs, Fred Bausman, D. T. Denny, G. E. Wright, Thos. Boyd, D. Thos. Denny.

Date of information, May, 1897. a z

SEDALIA, MO.

Population in 1880, 9,561, in 1890, 14,068.

The Electric Railway, Light & Power Co. of Sedalia.—Chartered Dec. 31, 1889, for 50 years. Municipal franchises granted in Jan., 1890, for 50 years. Annual meeting second Tuesday in Feb.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated Aug. 1, 1892, due 1912; int. payable Feb. and Aug., at office of Fourth Nat'l Bank, of New York City; trustee of mortgage, Kansas Loan & Trust Co., of Topeka, Kan.

NOTE.—The mortgage bonds may be called for payment on any interest day after 1897 at 4 p. c. premium, and on any interest day after 1907 at 30 days' notice. By the terms of the mortgage, 5 p. c. of the whole loan is to be passed to a sinking fund after 1901, for the final redemption of the bonds.

OPERATION.—Six months ending Jan. 31, 1897.

Gross receipts	$21,942
Operating expenses	9,004
Earnings from operation	12,938
Deductions from earnings.	
Interest	6,008
Taxes	765
Net income	6,165
Dividends paid	6,165

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 35 lb. T rail; 15 cars, of which 10 are motor cars and 5 trail cars; Buckeye & Phœnix engines, Gen. Elec. and Sprague dynamos and motors. St. Louis cars and trucks.

OFFICERS.—Pres. W. E. Sterne, V. Pres. M. E. Sterne, Sec. Treas. Gen. Man. & Pur. Agt. D. C. Metsker, Supt. Chas. Carroll, Ch. Engr. & Elecn. James Riley.

DIRECTORS.—W. E. Sterne, M. E. Sterne, D. C. Metsker, Chas. Carroll, John Sargent.

GENERAL OFFICE, 500 E. 9th St., Sedalia, Mo.

Date of information, May, 1897. a z

SELMA, ALA.

Population in 1880, 7,529, in 1890, 7,626.

Selma Street & Suburban Railway Co.—Chartered Dec. 3, 1866.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 6; gauge, 4 ft. 8½ in.; 20 lb. and 35 lb. T rail; 15 horses; 7 horse cars.

OFFICERS.—Pres. S. H. Marsh, Sec. Treas. & Gen. Man. R. H. McFaddin.

Date of information, May, 1896.

SENECA FALLS, N. Y.

Population in 1880, 5,880, in 1890, 6,116.

The Seneca Electric Railway Co.—This company has been consolidated with the Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., of Geneva, N. Y. (which see).

Date of information, May, 1897. a b z

SHAMOKIN, PA.

Population in 1880, 8,184, in 1890, 14,403.

Shamokin Street Railway Co.—Chartered July 24, 1890, for 99 years. Annual meeting second Monday in Jan. This company purchases its power from the Shamokin Electric Light & Power Co.

CAPITAL STOCK, authorized, $80,000, paid in, $26,625; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $30,000; int. payable at the First National Bank of Shamokin, Pa.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$12,124	$11,511	$13,044	$12,902	$19,153
" other sources.	1,936	5,485	8,317	10,113	2,362
" total	14,060	16,996	21,361	23,015	21,515
Operating expenses	10,954	17,509	15,705	20,442	16,116
Earnings from operation	3,160	*513	5,656	2,573	5,399
Interest			165		1,500
Dividends			2,065		

*Deficit.

DIVIDENDS.—In 1893, 2 p. c.; in 1896, 4 p. c.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$39,230	Capital stock	$53,400
" equipment	55,162	Funded debt	30,000
Stock of other cos	4,400	Accrued interest	375
Indian Park improv'm'ts	4,121	Loans	8,500
Cash	122	Accounts payable	1,600
Open accounts	75	Sundries	122
Material and supplies	750	Profit and loss (surplus)	9,863
Total	$103,860	Total	$103,860

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 5 ft. 2 in.; 35 lb. and 48½ lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Harrisburg engines, Gen. Elec. and West. dynamos and motors. Brill cars.

OFFICERS.—Pres. E. G. Seiler, Sec. H. Rohrheimer, Treas. M. Markle, Supt. & Elecn. D. S. Kennedy.

DIRECTORS.—R. S. Aucker, H. Rohrheimer, Geo. Marshall, John Schabo, John Clifford, H. S. Zimmerman, Dan'l Eisenhart, H. Rothschild, J. J. John, M. Markle.

GENERAL OFFICE, Cor. Sunbury and Shamokin Sts., Shamokin, Pa.

Date of information, May, 1897. a b z

Shamokin & Mt. Carmel Electric Railway Co.—Chartered Oct., 1892, for 999 years. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $500,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Dec., 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending	June 30, 1895.	June 30, 1896.	Nov. 30, 1896.
Receipts from passengers	$23,398	$56,120	$58,805
" other sources	9,750	105	
" total	33,148	56,225	58,805
Operating expenses	13,803	25,552	28,587
Earnings from operation	19,345	30,673	30,218
Deductions from earnings.			
Interest		24,250	25,974
Taxes		1,825	2,259
Rentals and insurance		590	930
Net income		4,009	1,054
Total surplus account			2,563

BALANCE SHEET.—Dated	June 30, 1895.	June 30, 1896.	Nov. 30, 1896.
ASSETS.			
Road, equipment and franchise	$660,000	$1,015,877	$1,036,760
Material on hand	1,500	2,000	2,000
Office fixtures, etc.	350	350	
Cash balance	4,363	1,515	2,563
Cash deficit	4,305	7,017	
Other assets			2,350
Total	$670,518	$1,026,760	$1,043,673
LIABILITIES.			
Capital stock	$220,000	$ 500 000	$ 500,000
Funded debt	440,000	500,000	500,000
Bills payable	10,518	20,627	36,760
Accrued interest		2,125	
Other liabilities			1,718
Profit and loss (surplus)		4,008	5,195
Total	$670,518	$1,026,760	$1,043,673

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 58 lb. 60 lb. and 70 lb. T and girder rail; 21 motor cars, of which 10 are closed cars and 11 open cars; Allis engines, Gen. Elec. dynamos and motors, Brill & St. Louis cars, Brill, Peckham and St. Louis trucks.

OFFICERS.—Pres. & Gen. Man. G. M. Smith, V. Pres. David Rebstock, Sec. H. S. Snavely, Treas. C. Smith, Supt. & Elecn. Wm. P. Marr.

DIRECTORS.—H. S. Snavely, J. L. Stehman, I. G. Erb, A. W. Hiestand, Thos. M. Righter, Martin Markle, Morris Williams.

GENERAL OFFICE, McConnell-McWilliams Bldg.

Date of information, May, 1897. a b z

SHARON, PA.

Population in 1880, 5,684, in 1890, 7,459.

The Valley Street Railway Co.—Chartered Mar. 30, 1895, as a successor to the Shenango Valley Street Ry. Co., which was bought by the company at sheriff's sale on Mar. 4, 1895. Annual meeting second Thursday in May. The company operates a line from the borough of Sharon through the township of North Hickory and the borough of Sharpsville.

CAPITAL STOCK, $150,000.

FUNDED DEBT.—Shenango Valley Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $50,000; dated Nov. 1, 1892, due 1912; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Shenango Valley Street Ry. Co.'s second mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated July 1, 1894, due 1914; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Total receipts	$14,817	$5,250	$19,040
Operating expenses	12,325	3,945	14,935
Earnings from operation	2,492	1,305	4,105

BALANCE SHEET.—Dated June 30, 1896. (Same for 1895.)

Assets.		Liabilities.	
Cost of road	$225,000	Capital stock	$150,000
		Funded debt	75,000
Total	$225,000	Total	$225,000

DIVIDENDS.—This company is paying dividends of 4 p. c. per annum.

PLANT AND EQUIPMENT—Miles of track (electric), 4.5; gauge, 5 ft. 2½ in.; 47 lb. T and girder rail; 6 motor cars, Phœnix engines, Gen. Elec. dynamos and motors, New Castle cars.

OFFICERS.—Pres. A. M. Jolly, Sec. A. R. Leyda, Treas. Alex. McDowell, Man. Supt. & Ch. Engr. W. T. Morgan.

DIRECTORS.—A. M. Jolly, A. R. Leyda, F. G. Barker, James P. Stone, Geo. F. Kennedy, John C. Whitla, A. McDowell.

Date of information, May, 1897. b d z

SHEBOYGAN, WIS.

Population in 1880, 7,314, in 1890, 16,359, in 1895, 21,130.

Sheboygan Light, Power & Railway Co.—This is a consolidation of the Sheboygan City Ry. Co., and the Electric Lighting Co.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—This company is about to issue $225,000 in bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 4 horses, 18 cars, of which 6 are motor cars and 12 trail cars; West. and Weisel & Vilter engines, Walker generators and motors, Gen. Elec. dynamos, Brill and Laclede cars.

OFFICERS.—Pres. G. B. Mattoon, V. Pres. & Man. J. M. Saemann, Sec. E. L. Debell, Treas. F. I. Saemann, Supts. A. O. Baker and C. F. Bacon, Ch. Engr. of Power Station E. J. Zufelt.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar. '97, p. 152.

Date of information, May, 1897. d z

SHELTON, CONN.

Population in 1880, 1,352, in 1890, 1,952.

Shelton Street Railway Co.

CAPITAL STOCK, authorized, $50,000, issued, $25,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; 90 lb. rail; 5 motor cars; Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. Andrew Radel, Sec. A. W. Page, Supt. Henry Thumm, Elecn. E. Fisher.

Date of information, Nov., 1896. d

SHELBURNE FALLS, MASS.

Population in 1880, 1,621, in 1890, 1,553, in 1897, 2,278, and of other towns along the route, 2,000.

Shelburne Falls & Colrain Street Railway Co.—This road is in process of construction. Annual meeting third Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $50,000.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$45,944	Capital stock	$50,000
Land and buildings	8,542	Loans and bills payable	11,200
Cash	6,759	Accrued interest	45
Total	$61,245	Total	$61,245

PLANT AND EQUIPMENT.—Miles of track (electric) under construction 6.53.

OFFICERS.—Pres. C. A. Marcy, V. Pres. F. J. Canedy, Sec. Edwin Baker, Treas. H. Newell, Supt. L. N. Wheelock.

DIRECTORS.—F. J. Canedy, Edwin Baker, F. L. Davenport, Herbert Newell, J. C. Wood, Lorenzo Griswold, Chas. A. Marcy.

GENERAL OFFICE, Shelburne, Mass.

Date of information, May, 1897. b z

Please note date of information at end of each report.

SHERBROOKE, QUE.

Population, 10,500.

Sherbrooke Street Railway Co.—This company began construction work in 1896, but the road is not yet in operation.

PLANT AND EQUIPMENT.—Miles of track, (electric) 7; 9 cars; water power.

OFFICERS.—Pres. John W. Burke, Sec. & Treas. F. J. Griffith.

PRESIDENT'S OFFICE, 45 Broadway, New York City; Secretary's Office, Sherbrooke, Que.

Date of information, May, 1897. d z

SHERMAN, TEX.

Population in 1880, 6,093, in 1890, 7,335, in 1897 (local estimates), 15,000.

Sherman City Street Railroad Co.—Chartered 1877, for 99 years.

CAPITAL STOCK, authorized, $50,000, issued, none.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. T rail; 50 horses, 10 horse cars.

OFFICERS.—Pres. Gen. Man. & Owner, C. W. Batsell, Sec. J. M. Batsell, Jr., Treas. & Supt. J. M. Batsell.

Date of information, May, 1897. z

College Park Rapid Transit Co.—Chartered Jan. 3, 1891, for 50 years. Annual meeting first Tuesday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $24,000; par value, $100 per share.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 25 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. J. R. Cole, V. Pres. J. M. Cullers, Sec. R. S. Dorchester, Treas. J. P. Harrison.

Date of information, Dec., 1894.

SHREVEPORT, LA.

Population in 1880, 8,009, in 1890, 11,979, in 1897, 19,600.

Shreveport City Railroad Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 46 lb. rail; 2 motor cars; West dynamos and motors.

OFFICERS.—Pres. W. B. Jacobs, V. Pres. W. E. Hamilton, Sec. W. J. Bayersdorffer.

Date of information, May, 1897. z

Shreveport Railway & Land Improvement Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 4 ft. 8½ in.; 40 lb. to 45 lb. T and Johnson girder rail; 8 cars, of which 4 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. W. B. Jacobs, Sec. & Gen. Man. W. E. Hamilton.

Date of information, May, 1897. z

SING SING, N. Y.

Population in 1880, 6,578, in 1890, 9,352.

Ossining Electric Railway Co.—Chartered Apr. 30, 1892. This company is a consolidation on June 7, 1893, of the Ossining Street Ry. Co. and the Ossining Street Electric Ry. Co. Annual meeting second Monday in Apr.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $100,000; dated 1893, due 1913; int. payable June and Dec.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Receipts from passengers	$21,612	$19,881	$20,716
" other sources	481	484	460
" total	22,093	20,365	21,176
Operating expenses	20,484	19,170	20,356
Earnings from operation	1,609	1,195	820
Deductions from earnings.			
Interest on bonds	3,500	6,000	6,000
" " floating debt	154		
Taxes	270	118	730
Net deficit	2,315	4,923	5,910
Total deficit	*5,097	*4,923	5,910
Per cent. op. exp. to total receipts	92.7	94.1	96.2

*These deficits were paid by the stockholders.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 866	$ 221
Transportation expenses	15,797	18,148
Maintenance of way and buildings	502	571
" " equipment	2,005	1,415
Total	$19,170	$22,356

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$204,421	$205,814	$205,814
Cash and current assets	247	1,376	871
Profit and loss (deficit)	5,097	4,924	5,910
Total	$209,764	$212,114	$212,595
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000
Bills payable	6,264	6,114	6,595
Other liabilities	3,500	6,000	6,000
Total	$209,764	$212,114	$212,595

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 50 lb. T rail; 11 motor cars; Ball & Wood and McI. & S. engines Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. A. I. Underhill, Sec. F. L. Young, Treas. S. E. Tompkins, Gen. Man. & Pur. Agt. Jay Champlain, Asst. Gen. Man. James Kay, Ch. Engr. of Power Station Geo. Hammond.

DIRECTORS.—Sumner R. Stone, John P. Truesdell, John V. Cockcroft, Abram I. Underhill, Jesse H. Underhill, H. McGonegal, Samuel E. Tompkins, E. A. McAlpin, of Sing Sing, N. Y.; H. G. Wolcott, of Fishkill-on-Hudson.

Date of information, May, 1897. b d z

SIOUX CITY, IA.

Population in 1880, 7,366, in 1890, 37,806.

Sioux City Traction Co.—Organized in May, 1894, to purchase and operate the Sioux City Street Ry. Co. (chartered 1883), sold under foreclosure of mortgage.

CAPITAL STOCK, authorized, $1,000,000, issued, $630,000.

FUNDED DEBT.—None.

OPERATION.—Year ending May 31,	1895.	1896.
Gross receipts	$85,541	$81,571
Total expenses	75,818	73,494
Net income	9,723	8,077
Total surplus account	14,683	22,760

BALANCE SHEET.—Dated May 31,

	1895.	1896.
ASSETS.		
Plant and franchises	$630,000	$630,000
Additions and betterments		25,321
New construction	4,960	14,202
Material on hand	2,074	2,769
Cash	7,772	5,408
Accounts receivable	2,045	892
Insurance and taxes	572	644
Total	$647,421	$679,236
LIABILITIES.		
Capital stock	$630,000	$630,000
Income account	14,682	22,760
Other liabilities	2,739	4,474
Bills payable		22,002
Total	$647,421	$679,236

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft.; 45 to 58 lb. T and girder rail; 46 cars, of which 30 are motor cars and 16 trail cars; Allis engines, Gen. Elec. and West. dynamos and motors, Pullman cars.

OFFICERS.—Pres. M. L. Kohler, V. Pres. A. F. Call, Sec. & Gen. Man. C. P. Wilson.

GENERAL OFFICE, Schulein Block.

REFERENCES.—Description of road, Vol. IX, Mar., '93, p. 157 (ill.); construction (brief), Vol. XII, July, '96, p. 410.

Date of information, May, 1897. d z

Riverside Park Railway Co.—Chartered 1892, as a successor to the Sioux City & Highland Park Ry. Co. This property was sold in Oct., 1895, under foreclosure of mortgage, for $338,000 and was bought in by the first mortgage bondholders. Reorganization is now in progress.

CAPITAL STOCK, new issue unknown.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. T rail; 12 cars, of which 6 are motor cars and 6 trail cars; West. engines, West. dynamos and motors, Northern cars.

Officers.—Gen. Man. E. L. Kirk, Elecn. Andrew Miller, Ch. Engr. of Power Station Chas. Minnelly.

References.—Description of road, Vol. VII, '91, p. 348 (ill.); Vol. IX, Mar., '93, p. 158 (ill.).

Date of information, May, 1897. z

The Sioux City & Leeds Electric Railway Co.

Capital Stock, $200,000.

Funded Debt, authorized, $200,000, issued, $125,000.

Plant and Equipment.—Miles of track (electric), 5.3, of road, 5.3; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars; Detroit dynamos and motors, St. Louis cars.

Officers.—Pres. Otley Darlington, V. Pres. J. S. Lawrence, Sec. Treas. & Gen. Man. C. C. Peirce.

General Office, 300 United Bank Bldg.

Reference.—Vol. IX, Mar., '93, p. 159.

Date of information, May, 1897. a z

Central Traction Co.—This is the successor to the Sioux City Cable Ry. Co. whose property was sold under foreclosure of mortgage on Oct. 9, 1895, to Robt. E. Tod, of New York, for $15,142.

Capital Stock, $150,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. Johnson girder rail; 34 cars, of which 14 are grip cars and 20 trail cars; Williams engines, Laclede and Trimble cars.

Officers.—Pres. Chas. Swan, Sec. Treas. & Gen. Man. Howard S. Baker.

Reference.—Description of road, Vol. IX, Mar. '93, p, 158 (ill.).

Date of information, May, 1896.

Sioux City Elevated Railway Co.—This is the successor to the Sioux City Rapid Transit Co. whose property was sold under foreclosure of mortgage on Feb. 23, 1895, to D. M. Robbins, of St. Paul, for $50,000.

Capital Stock.—New issue unknown.

Funded Debt.—New issue, if any, unknown.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 5 cars, of which 3 are motor cars and 2 trail cars, West. and Walker dynamos, Brill and Northern cars.

Officer.—Supt. & Elecn. Wm. Miller.

General Office, Jones St. Station

Date of information, May., 1897. z

Washington Park & Spring Grove Railway Co.—This company has suspended operation.

Capital Stock, $35,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (storage battery system), 2.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 3 cars, of which 1 is a storage battery motor car and 2 trail cars; 1 steam engine.

Officers.—Pres. C. R. Marks, V. Pres. L. W. Tuller, Sec. D. Mould, Treas. E. H. Buckman.

Directors.—D. Mould, C. R. Marks, C. E. Haakinson, L. W. Tuller, E. H. Buckman.

Date of information, May, 1897. a z

SIOUX FALLS, S. DAK.

Population in 1880, 2,164, in 1890, 10,177.

City Street Railway Co.—Chartered Mar. 22, 1887.

Plant and Equipment.—Miles of track (horse), 9; gauge, 4 ft., 8½ in.; 30 lb. rail; 40 horses, 6 horse cars.

Officers.—Pres. R. F. Pettigrew, V. Pres. L. T. Dunning, Sec. & Treas. S. L. Tate, Supt. D. P. Beach.

Date of information, May, 1896.

South Dakota Rapid Transit & Railway Co.—A receiver was appointed for this property on Apr. 24, 1895.

Capital Stock, $100,000.

Funded Debt, $75,000.

Plant and Equipment.—Miles of track (electric), 7.38; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. tram and T rail; 6 cars, of which 3 are motor cars and 3 trail cars; A. & S. engines, Gen. Elec. dynamos and motors, Pullman cars.

Officer.—Receiver & Gen. Man. F. H. Files.

Date of information, Feb., 1897. a

SKOWHEGAN, ME.

Population in 1880, 3,860, in 1890, 5,068.

Skowhegan & Norridgewock Railway & Power Co.—Chartered Aug. 28, 1894.

Capital Stock, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1894, due 1914.

Operation.—Year ending June 30,	1895.	1896.
Gross receipts	$4,558	$6,496
Operating expenses	4,396	4,276
Earnings from operation	162	2,220
Deductions from earnings		
Interest		2,880
Taxes		34
Deficit		694
Total deficit		534

Operating Expenses.

Year ending June 30, 1896.

General expenses	$ 792
Maintenance of way and buildings	333
" " equipment	111
Transportation expenses	3,040
Total	$4,276

Statistics of Traffic.

Year ending June 30, 1896.

Passengers carried	59,836
Car miles run	37,605
Gross receipts per car mile	$.173
Operating expenses per car mile	.115

Balance Sheet.—Dated June 30, 1896.

Assets		Liabilities.	
Cost of road and equip..	$ 58,000	Capital stock	$ 50,000
Material and supplies...	850	Funded debt	50,000
Profit and loss (deficit)..	41,150		
Total	$100,000	Total	$100,000

Plant and Equipment.—Miles of track (electric), 5.75; gauge, 4 ft. 8½ in.; 50 lb. T rail; 4 motor cars; West. dynamos and motors, Jackson & Sharp cars; water power.

Officers.—Pres. W. H. Wildes, V. Pres. C. A. Marston, Sec. A. R. Bixby, Treas. I. C. Libby, Gen. Man. A. F. Gerald, Supt. & Pur. Agt. L. A. Longfellow.

Directors.—A. F. Gerald, I. C. Libby, C. A. Richardson, W. H. Wildes, A. R. Bixby, C. A. Marston, L. C. Emery, S. A. Dinsmore, Omar Clark, H. C. Goodenough.

Date of information, Nov., 1896. b d

Somerset Traction Co.—Chartered in 1895 in perpetuity. This road commenced operation on June 6, 1896.

Capital Stock, authorized and issued, $75,000.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized, $75,000, none yet issued; dated May 1, 1896, due 1916; denom. $1,000; int. payable at office of Second National Bank, of Skowhegan, Me.; trustees of mortgage, R. B. Shepherd, J. O. Smith, T. H. Anderson.

Plant and Equipment.—Miles of track (electric), 12.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; 200 H. P. station plant; Gen. Elec. dynamos and motors, Briggs cars, Peckham trucks.

Officers.—Pres. & Gen. Man. R. B. Shepherd, Sec. & Treas. T. H. Anderson, Elecn. S. H. Jacobs.

Directors.—R. B. Shepherd, J. O. Smith, L. Anderson, J. P. Oak, T. H. Anderson, A. G. Blunt, S. W. Gould.

Date of information, May, 1897. a z

SOUTH BEND, IND.

Population in 1880, 13,280, in 1890, 21,819.

South Bend Street Railway Co.—Chartered Dec. 8, 1895, as the successor to the South Bend & Mishawaka Ry. Co., whose property was sold in Aug., 1895, to Geo: E. Clifford for $50,000.

Capital Stock.—Unknown.

Funded Debt.— Unknown.

Plant and Equipment.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 35 lb. and 65 lb. T rail; 10 motor cars; Allis engines, Gen. Elec. dynamos and motors, Stephenson cars.

Officer.—Pres. J. McM. Smith.

Date of information, May, 1897. a z

SOUTHBRIDGE, MASS.

Southbridge & Sturbridge Street Railway Co.—This company commenced operation on Aug. 28, 1896.

CAPITAL STOCK, authorized and issued, $60.000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $60,000, issued, $50,000; dated Jan. 1, 1897, due 1917; denom. $500; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment after 5 years, and at a price of 103 and accrued interest.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$ 88,309	Capital stock	$ 60,000
" equipment	16,494	Loans and bills payable.	53,396
Other permanent invsts.	6,848	Profit and loss (surplus).	2,441
Cash	3,074		
Other assets	1,112		
Total	$115,837	Total	$115,837

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 65 lb. rail; 10 motor cars; Gen. Elec. dynamos and motors, Laconia cars, Bemis trucks.

OFFICERS.—Pres. C. D. Paige, Sec. I. M. Cockran, Treas. & Gen. Man. F. L. Chapin, Supt. Wm. H. Harrington.

DIRECTORS.—C. D. Paige, Jacob Booth, F. L. Chapin, G. W. Wells, C. W. Hill, T. F. Robinson, A. M. Cheney.

GENERAL OFFICE, Southbridge, Mass.

Date of information, May, 1897. a b z

SOUTHINGTON, CONN.

Population in 1880, 5,411, in 1890, 5,501.

Southington & Plantsville Tramway Co.—Chartered Mar. 26, 1888. Annual meeting second Tuesday in Apr.

CAPITAL STOCK, authorized, $40,000, issued, $20,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $20,000; dated Oct., 1, 1894, due 1904; int. payable Apr. and Oct., at office of Connecticut Trust & Safe Deposit Co., trustee of mortgage.

OPERATION.—Year ending Sept., 30,	†1894.	†1895.	‡1896.
Receipts from passengers	$3,761	$ 4,868	$5,060
" other sources	3,792	5,298	117
" total	7,553	10,166	5,177
Operating expenses	6,996	8,118	5,404
Earnings from operation	557	2,048	*227
Deductions from earnings.			
Interest	1,009	1,292	650
Taxes	90	291	77
Net income	*542	465	*954

* Deficit. † Including lighting plant. ‡ Not including lighting plant.

BALANCE SHEET.—Dated Sept., 30,	†1894.	†1895.	‡1896.
ASSETS.			
Cost of road and light plant	$35,514	$39,903	$18,512
" equipment	2,000	2,184	3,228
Cash assets	99	85	69
Accounts receivable	829	1,149	
Profit and loss (deficit)	455		141
Total	$38,896	$43,320	$21,950
LIABILITIES.			
Capital stock	$20,000	$20,000	$10,000
Funded debt	16,000	20,000	10,000
Bills and accounts payable	2,896	3,088	1,950
Profit and loss (surplus)		232	
Total	$38,896	$43,320	$21,950

† Including lighting plant. ‡ Not including lighting plant.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.57; gauge, 4 ft. 8½ in.; 25 lb. T rail; 3 motor cars; Gen. Elec. dynamos and motors, Stephenson cars, Russell engines.

OFFICERS.—Pres. Stephen Walkley, V. Pres. & Gen. Man. L. V. Walkley, Sec. Treas. & Supt. R. T. Ives, Ch. Engr. E. L. Stow, Elecn. R. S. Ives.

DIRECTORS.—Stephen Walkley, L. V. Walkley, J. F. Pratt, T. E. Barnes, James Irvine.

GENERAL OFFICE, 66 Main St.

Date of information, May, 1897. b d z

SOUTH PARIS, ME.

Population of Paris, South Paris and Norway in 1880, 2,620, in 1890, 2,318.

Norway & Paris Street Railway Co.—Chartered Dec., 1894. This company commenced operation July 1, 1895.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $18,000; due Jan. 1, 1916; denom. $1,000; trustee of mortgage, Union Safe Deposit & Trust Co., of Portland, Me.

OPERATION.—Year ending June 30, 1896.

Gross receipts	$8,308
Operating expenses	4,446
Earnings from operation	3,862
Deductions from earnings.	
Advances contractor	2,137
Net income	1,725
Dividends paid	1,250
To surplus account	475
Total surplus account	475

OPERATING EXPENSES.

Year ending June 30, 1896.

General expenses	$ 620
Maintenance of way and buildings	467
" " equipment	201
Transportation expenses	3,157
Total	$4,446

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.

Passengers carried	177,102
Car miles run	48,353
Gross receipts per car mile	$.172
Operating expenses per car mile	.091

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equipment	$43,000	Capital stock	$25,000
Cash and current assets	1,522	Funded debt	18,000
Material and supplies	258	Other liabilities	1,306
		Profit and loss (surplus)	474
Total	$44,780	Total	$44,780

PLANT AND EQUIPMENT.—Miles of track (electric), 2.17; 4 motor cars.

OFFICERS.—Pres. Freeland Howe, Sec. J. F. Hill, Treas. H. L. Shepherd, Supt. F. B. Lee, Pur. Agt. Geo. E. Macomber.

DIRECTORS.—Geo. L. Beal, Freeland Howe, of Norway; J. M. Haynes, O. D. Baker, John F. Hill, Geo. E. Macomber, of Augusta; H. L. Shepherd, of Rockport.

Date of information, Nov., 1896. b

SPOKANE, WASH.

Population in 1880, 350, in 1890, 19,922.

Washington Water Power Co.—This company owns the entire capital stock, and guarantees the bonds of the Spokane Street Ry. Co., the Spokane Electric Ry. Co. and the Spokane Cable Ry. Co. and owns a controlling interest in the stock of Ross Park Street Ry. Co.

CAPITAL STOCK, $1,500,000.

FUNDED DEBT.—Spokane Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $350,000; dated Mar. 1, 1891, due 1911; denom. $1,000; int. payable Mar. and Sept., at office of Franklin Trust Co., of Brooklyn, N. Y., trustee of mortgage. $35,000 of these bonds may be called for payment annually, commencing Mar. 1, 1901.

Spokane Cable Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000; dated July 1, 1888, due 1908; denom. $1,000; int. payable Jan. and July, at office of Franklin Trust Co., of Brooklyn, N. Y., trustee of mortgage. $15,000 of these bonds may be called for payment annually, commencing July 1, 1898.

Spokane Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized, $100,000, issued, $72,000; dated Nov. 2, 1891, due 1911; int. payable May and Nov., at office of Franklin Trust Co., of Brooklyn, N. Y., trustee of mortgage. $10,000 of these bonds may be called for payment annually, commencing Nov. 2, 1901.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T rail; 30 motor cars; Gen. Elec. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. & Treas. J. D. Sherwood, V. Pres. F. L. Clark, Sec. & Gen. Man. D. L. Huntington, Supt. E. E. Knowles.

DIRECTORS.—J. D. Sherwood, C. Happy, D. L. Huntington, H. M. Richards, Frank Lyman, H. K. Sheldon, F. L. Clark, S. E. Huntington.

REFERENCES.—Description of road (brief), Vol. VII, Aug., '91, p. 409; Vol. IX, Apr., '93, p. 153 (ill.); description of snow plow, Vol. XI, Mar., '95, p. 150 (ill.); description of water power plant, Vol. IX June, '93, p. 364 (ill.).

Date of information, May, 1897. a z

Ross Park Street Railway Co.—Chartered Apr. 17, 1888. This company is owned and operated by the Washington Water Power Co.

Date of information, May, 1897. a z

City Park Transit Co.—Chartered Jan., 1889, for 30 years. Annual meeting in Jan.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—There are no encumbrances of any kind on this property.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 30 lb and 35 lb. T rail; 5 motor cars; 85 H. P. dynamos, Gen. Elec. dynamos and motors, Pullman and Brill cars.

OFFICERS.—Pres. D. Glass, Sec. & Treas. C. Glass, Elecn. J. B. Bliss.

Date of information, Oct., 1895.

Spokane & Montrose Motor Railroad Co.—Chartered Mar. 19, 1888.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $40,000; coupon, but may be registered; dated Mar. 1, 1892, due 1902; denom. $1,000; int. payable Mar. and Sept., at office of Provident Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.25; gauge, 3 ft. 6 in.; 30 lb. and 35 lb. T rail; 4 motor cars; Gen. Elec. and Short dynamos and motors, Brill cars.

OFFICERS.—Pres. Chas. G. Reeder, V. Pres. J. W. Morrison, Sec. H. D. Crow, Supt. B. F. Morse.

DIRECTORS.—Chas. G. Reeder, H. D. Crow, J. W. Morrison.

Date of information, May, 1897. a z

Arlington Heights Motor Railway Co.—This road is operated by the Spokane Street Ry. Co.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 30 lb. T rail; 1 motor car; Gen. Elec. dynamos and motors.

OFFICER.—Pres. J. J. Smith.

Date of information, May, 1897. a z

SPRINGFIELD, ILL.

Population in 1880, 19,743, in 1890, 24,963.

Springfield Consolidated Railway Co.—This is a consolidation of the Springfield City Ry. Co., and the People's Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $418,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Columbia Trust Co., of Louisville, Ky., trustee of mortgage.

People's Electric Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Apr. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of company; trustee of mortgage, C. A. Helme.

Springfield City Ry. Co.'s first mortgage 6 p. c. coupon bonds, $125,000; dated Mar. 1, 1890, due 1910; but subject to call at 105 after Mar. 1, 1895; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York; trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20, of road, 20; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 45 cars, of which 35 are motor cars and 10 trail cars; Bates-Corliss engines, Gen. Elec. dynamos, Gen. Elec., Detroit and Walker motors.

OFFICERS.—Pres. T. J. Minary, V. Pres. B. Wilson, Treas. & Gen. Man. C. K. Minary, Supt. F. P. McNeil.

Date of information, May, 1897. a z

SPRINGFIELD, MASS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Springfield is situated in western Massachusetts, on the Connecticut River. It is the seat of justice of Hampden County,

Suburbs.—The cities of Chicopee and Holyoke, and town of West Springfield are connected with Springfield by street railway lines. The population of the three suburbs named was 63,000 in 1895.

Railroad Connections.—The Boston & Albany R. R., Connecticut River R. R., New York & New England R. R., and New York, New Haven & Hartford R. R. enter the city.

Manufacturing and Commercial Interests.—A capital of about $13,000,000 is employed in the various manufacturing industries of the city, the principal productions being machinery, arms, engines, railroad cars, carriages, spectacles, buttons, trunks, locks, jewelry, furniture, paper, bricks, cotton and woollen goods. Springfield has the largest trade of any city on the Connecticut River.

Banking Capital.—There are now (1897) 10 national banks with combined capital and surplus of $4,697,750; 2 trust companies, with capital and surplus of $754,258, and 1 private bank. The total banking capital is $5,452,008.

	1880.	1890.	Latest.
Population	33,340	44,179	51,534[a]
Assessed Valuation.			
Real estate (85% actual value) $	.....	33,795,860	48,344,280[b]
Personal property $	.....	10,697,773	13,071,811[b]
Total $	31,148,675[c]	44,493,633[c]	61,416,091[b]
" per cap. $	934	1,007	.....
***Municipal Debt**, net $	1,928,000[c]	1,339,940[c]	1,399,459[b]
" " per cap. $	58	30	.....
Tax Rate, per $1,000 $	.....	12.40	12.80[b]
Manufacturing Interests.			
No. of establishments	434[c]	681[c]	.....
Capital Invested $	9,177,250[c]	10,524,457[c]	.....
" " per cap. $	275	238	.....
No. of employes	7,360[c]	9,510[c]	.....
Wages per annum $	2,906,130[c]	5,391,005[c]	.....
Cost of materials $	7,726,119[c]	7,583,487[c]	.....
Value of product $	12,891,826[c]	16,191,456[c]	.....
Banking Capital $	.....	.....	5,452,008[d]
" " per cap. $	.....	.....	.....

*Including water debt, deducting sinking fund. [a] 1894. [b] 1896. [c] Census 1895. [d] 1897.

STREET RAILWAY SYSTEM—Descriptive.

Springfield is an important inland metropolis, the center of a rich farming country and of large manufacturing and railroad interests. It is situated in a beautiful valley, skirted by hills, which attract large numbers of summer residents. The manufacturing interests are highly developed, and the city is a great railroad center. A street railway system of 60 miles, entirely electric and under one management, gives excellent service throughout the city and suburbs.

STREET RAILWAY SYSTEM—Present Companies.

Springfield Street Railway Co.—Chartered May 5, 1868. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt, $500,000.

Operation.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from passeng'rs.	$328,800	$383,602	$368,719	$436,977	$515,923
" other sources.	4,751	7,571	5,184	5,029	5,750
" total	333,550	391,173	373,903	442,006	521,673
Operating expenses	187,189	272,829	252,269	277,156	321,586
Earnings from operat'n	146,361	118,344	121,634	164,850	200,088
Deduct. from earnings.					
Interest charges	3,473		123	12,673	26,484
Taxes	14,413	18,731	18,087	17,964	21,947
Net income	128,475	99,614	103,424	134,213	151,656
Dividends paid, 8 p. c.	*44,000	80,000	80,000	80,000	80,000
To surplus account	84,476	19,614	23,424	54,213	71,656
Total surplus account.	38,877	105,925	129,349	*85,135	156,791
P.c.op.exp.to tot'l rects.	56	69.8	67.4	62.7	61.6

*$100,000 charged off for depreciation.

OPERATING EXPENSES.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
General expenses	$35,734	$33,129	$28,765	$24,075
Maint. of way & buildings	29,249	21,756	27,728	27,149
" equipment	33,594	25,117	30,164	34,663
Transportation expenses.	174,252	172,266	190,499	235,698
Total	$272,829	$252,269	$277,156	$321,586

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
Passengers carried	7,551,473	7,255,197	8,390,326	10,163,011
Car miles run	1,441,768	1,490,451	1,802,480	2,358,622
Total receipts per car mile	$.271	$.251	$.245	$.221
Op. expenses per car mile	.181	.161	.154	.131

Balance Sheet.—Dated Sept. 30,

	1894.	1895.
ASSETS.		
Cost of road	$ 691,421	$ 819,609	$1,002,700
" equipment	360,746	341,983	387,557
Cash and current assets	5,220	9,019	16,836
Other permanent investments	283,553	400,700	495,647
Total	$1,340,940	$1,571,311	$1,902,739
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,000,000
Funded debt		300,000	500,000
Other indebtedness	211,592	186,176	245,948
Profit and loss (surplus)	129,349	85,135	156,791
Total	$1,340,940	$1,571,311	$1,902,739

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 60.21; gauge, 4 ft. 8½ in.; 56 lb. T rail; 175 cars, of which 165 are motor cars and 10 trail cars; Gen. Elec. and West dynamos and motors.

Officers.—Pres. John Olmsted, Treas. & Man. A. E. Smith.

Directors.—John Olmsted, Geo. M. Atwater, Gideon Wells, A. E. Smith, Frederick Harris.

General Office, 1 Main St.

References.—Description of road, Vol. VI, Aug., '90, p. 401; increase of stock, Vol. XI, Feb., '95, p. 124; parlor car, Vol. XII, Aug., '96, p. 492, (ill).

Date of information, May, 1897. a b z

SPRINGFIELD, MO.

Population in 1880, 6,522, in 1890, 21,050, in 1895, 25,000.

Springfield Traction Co.—Chartered in 1895, as the successor to the Metropolitan Electric Ry. Co., whose property was sold on Apr. 11, 1895, under foreclosure of mortgage, for $100,000.

CAPITAL STOCK, $400,000.

FUNDED DEBT. $330,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 45 lb. Johnson girder rail; 30 cars, of which 16 are motor cars and 14 trail cars; West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Chas. M. Parker, Sec. C. H. Smith, Treas. J. F. G. Bentley, Gen. Supt. Seth Barham.

Date of information, May, 1897. a z

SPRINGFIELD, O.

Population in 1880, 20,730, in 1890, 31,895.

The Springfield Railway Co.—Chartered and municipal franchise granted in 1892, for 25 years. Annual meeting third Wednesday in Nov. This company is a consolidation of the Springfield Electric Street Ry. Co., and the Citizens' Street Ry. Co.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $500,000; dated Jan. 1, 1893, due 1933; denom. $1,000; int. payable Jan. and July at office of Solicitors' Loan & Trust Co., of Philadelphia, and First National Bank of Springfield, O., trustees of mortgage.

Second mortgage 5 p. c. income bonds, authorized, $150,000, issued, $75,000.

OPERATION.—Year ending Dec. 31,	1895.	1896.
Receipts from passengers	$78,554	$73,472
" other sources	4,206	2,781
" total	82,760	76,253
Operating expenses (including taxes)	48,750	47,957
Earnings from operation	34,010	28,295
Deductions from earnings.		
Interest	30,000	25,000
Net income	4,010	3,295

BALANCE SHEET.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$1,585,000	Capital stock	$1,000,000
		Funded debt	575,000
		Notes	10,000
Total	$1,585,000	Total	$1,585,000

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft.; 60 lb. girder and T rail; 35 cars, of which 25 are motor cars and 10 trail cars; Russell & Co. engines, West. and Gen. Elec. dynamos and motors, Brownell, Laclede, Lamokin and St. Louis cars, McGuire and Dorner & Dutton trucks.

OFFICERS.—Pres. W. B. McKinley, V. Pres. G. F. Duncan, Sec. Treas. & Gen. Man. S. L. Nelson, Supt. Ch. Engr. & Elecn. L. O. Williams.

DIRECTORS.—Wm. B. McKinley, Geo. F. Duncan, S. L. Nelson, R. W. Clay, T. W. Marshall, R. S. Hunter, A. S. Bushnell, O. T. Martin, L. O. Williams, J. H. Miller, F. W. Frey.

Date of information, May, 1897. a z

SPRINGFIELD, VT.

Population in 1880, 1,586, in 1890, 1,512, in 1897, 3,000.

Springfield Electric Railway Co.—This road has been completed from Springfield to Springfield Station, but operation has not been yet commenced.

CAPITAL STOCK.—Common stock, authorized, $75,000, issued, $53,300.

Guaranteed preferred 6 p. c. stock, authorized, $45,000, none yet issued.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $100,000; dated Sept. 1, 1896, due 1916.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.

OFFICERS.—Pres. Adna Brown, Sec. F. C. Davis, Treas. C. E. Richardson.

Date of information, May, 1897. z

STAMFORD, CONN.

Population in 1880, 11,297, in 1890, 15,700.

Stamford Street Railroad Co.—Chartered July 3, 1889, as a reorganization of the Stamford Horse R. R. Co., which was chartered Aug. 9, 1886.

CAPITAL STOCK, authorized, $100,000, issued, $92,240.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $75,000; dated 1886, due Aug. 1, 1909; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30,	1895.	1896.
Receipts from passengers	$19,018	$30.139
" other sources	188	253
" total	19,206	30,392
Operating expenses	18,018	24,639
Earnings from operation	1,188	5,753
Deductions from earnings.		
Taxes	1,020	750
Interest	1,878	
Surplus	*1,710	5,003

*Deficit.

BALANCE SHEET.—Dated Sept. 30,	1895.	1896.
ASSETS.		
Construction and equipment	$201,140	$286,752
Materials on hand	784	417
Treasury stock		
Other assets	475	299
Cash	2,738	
Profit and loss (deficit)	27,382	30,433
Total	$232,519	$317,901
LIABILITIES.		
Capital stock	$ 92,240	$ 92,240
Funded debt	75,000	75,000
Unfunded debt	58,211	112,500
Accounts payable	1,374	24,683
Other liabilities	3,819	7,470
Interest	1,876	6,008
Total	$232,519	$317,901

PLANT AND EQUIPMENT.—Miles of track (electric), 10.04; gauge, 4 ft. 8½ in.; 70 lb. T rail; 18 cars, of which 16 are motors cars and 2 trail cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson, St. Louis, Brill and Briggs cars.

OFFICERS.—Pres. N. H. Heft, V. Pres. W. W. Gillespie, Sec. & Treas. W. L. Squire, Supt. Geo. W. Peirce.

GENERAL OFFICE, New Haven, Conn.

Date of information, May, 1897. a z

STATEN ISLAND, N. Y.

Population in 1880, 38,991, in 1890, 51,693.

Staten Island Electric Railroad Co.—Chartered Dec. 11, 1894, as a successor to the Staten Island Belt Line R. R. Co. This road was not turned over to the company by the contractors until Jan. 1, 1897, and no operating report is therefore made.

CAPITAL STOCK, authorized and issued, $1,250,000.

FUNDED DEBT—First mortgage 5 p. c. gold coupon bonds, authorized and issued $125,000; denom. $1,000; int. payable June and Dec.; trustee of mortgage, Knickerbocker Trust Co.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $716,000; denom. $1,000; int. payable May and Nov.; trustee of mortgage, Guaranty Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 70 motor cars; Allis engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

OFFICERS.—Pres. G. B. M. Harvey, V. Pres. W. W. Poor, Sec. J. E. Comins, Treas. Chas. B. Van Nostrand, Gen. Supt. J. Bernard Brophy.

DIRECTORS.—Samuel Thomas, T. F. Ryan, W. G. Oakman, C. B. Flint, H. H. Rogers, H. D. Babcock, H. W. Poor, C. B. Van Nostrand, G. B. M. Harvey.

GENERAL OFFICE, Ferry Bldg., St. George, S. I.

REFERENCE.—Description of road, Vol. XII, May, '96, p. 275 (ill).

Date of information, May, 1897. a b z

Staten Island Midland Railroad Co.—This road is a consolidation of the West Brighton and Stapleton branches of the Staten Island Midland R. R. Co. and the Prohibition Park Electric R. R. Co., and has recently been changed from horse to electricity. This company owns Sea Side Park on the south side of Staten Island. It operates the lines of the Staten Island Traction Co.

CAPITAL STOCK, authorized and issued, $1,000,000.

Please note date of information at end of each report.

MAP OF
Staten Island, N. Y.
SHOWING THE LINES OF THE
Staten Island Midland Railway Co.
NEW YORK BAY
1890.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $500,000; coupon, but may be registered; dated Jan. 2, 1896, due 1926; denom. $1,000; int. payable at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30, 1896.

Gross receipts	$ 8,275
Operating expenses	12,185
Deficit from operation	3,910
Other deductions	
Taxes	681
Interest	1,375
Net deficit	5,965

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$1,002,780	Capital stock	$ 500,000
Profit and loss (deficit).	5,965	Funded debt	500,000
		Accounts payable	8,745
Total	$ 1,008,745	Total	$1,008,745

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 65 lb. and 90 lb. girder and T rail; 45 cars, of which 40 are motor cars and 5 trail cars; 1,350 H. P. station plant; Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Jas. C. Hinchliffe, V. Pres. B. H. Throop, Sec. E. G. Wightman, Treas. & Gen. Man. W. B. Rockwell, Supt. F. D. La Bar, Elec. Engr. M. J. Wightman.

DIRECTORS.—Robt. Wetherill, Richard Wetherill, Jas. C. Hinchliffe, W. B. Rockwell, B. H. Throop, M. J. Wightman, E. G. Wightman, W. O. Ross, J. W. Hughes.

GENERAL OFFICE, 65 Canal St., Stapleton, S. I.

Date of information, Dec., 1896. b d

For map of system see page 258.

Staten Island Traction Co.—Chartered in 1895 as the successor to the Port Richmond & Prohibition Park Electric R. R. This road is operated by the Staten Island Midland R. R. Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $75,000; due 1917; int. payable June and Dec.

OPERATION.—The report of this company for the year ending June 30, 1896, is included in the report of the Staten Island Midland R. R. Co.

Year ending June 30,	1894.	1895.
Gross receipts	$ 9,285	$ 7,999
Operating expenses	13,560	10,395
Deficit from operation	4,275	2,396
Other deductions.		
Interest	4,500	4,500
Taxes	448	632
Net deficit	9,223	7,528
Total deficit	26,043	33,571

OPERATING EXPENSES.

Year ending June 30, 1895.

General expenses	$ 2,181
Transportation expenses	6,042
Maintenance of way and buildings	357
" " equipment	1,815
Total	$10,395

BALANCE SHEET.—Dated June 30,

	1894.	1895.
ASSETS.		
Cost of road and equipment	$176,582	$176,582
Cash	277	14
Open accounts	29	29
Profit and loss (deficit)	26,043	33,571
Total	$202,931	$210,196
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	75,000	75,000
Interest		2,250
Bills payable	988	1,886
Open accounts	26,943	31,057
Total	$202.931	$210,196

PLANT AND EQUIPMENT.—Miles of track (electric), 1.67; gauge, 4 ft. 8½ in.; 52 lb. steel rail; 10 motor cars.

OFFICERS.—Pres. C. A. Starbuck, Sec. & Treas. R. C. Vilas, Supt. H. C. Vilas.

DIRECTORS.—J. C. Thompson, C. A. Starbuck, R. C. Vilas, H. C. Vilas, I. K. Funk, A. S. Bacon, C. H. Chaffee, Chas. E. Leech, F. G. Eddy.

GENERAL OFFICE, Port Richmond, N. Y.

Date of information, May, 1896. b

STAUNTON, VA.

Population in 1880, 6,664, in 1890, 6,975, in 1895 (local estimates), 11,500.

City Street Car Co.—This road was equipped with electricity in 1896.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 50 lb. and 42 lb. T and girder rail; 12 cars, of which 7 are motor cars and 5 trail cars; Harrisburg and Ideal engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. D. D. Parmly, V. Pres. Henry Marquand, Sec. K. M. King, Treas. L. C. Harris, Gen. Man. & Pur. Agt. R. D. Apperson, Elecn. R. D. McCue, Ch. Engr. J. A. Garrett.

Date of information, Feb., 1897. a d

STEUBENVILLE, O.

Population in 1880, 12,093, in 1890, 13,394.

Steubenville Traction Co.—Chartered 1894, as a successor to the Steubenville Street Ry. Co., which defaulted on its bonds in 1893. Municipal franchise granted in 1896 for 25 years.

CAPITAL STOCK, authorized, $100,000, issued, $25,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $25,000; dated Dec. 1, 1896, due 1916; denom. $500; int. payable June and Dec., at office of Union Deposit Bank, of Steubenville, O.; trustee of mortgage, D. J. Sinclair.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5, of road, 2.5; gauge, 4 ft. 8½ in.; 60 lb. tram rail; 6 motor cars; Buckeye engines, Gen. Elec. dynamos, West. motors, Stephenson cars, McGuire trucks.

OFFICERS.—Pres. Geo. W. McCook, V. Pres. Thos. Barclay, Sec. & Treas. Thos. Johnson, Gen. Man. J. F. Flood.

DIRECTORS.—Geo. W. McCook, Thos. Johnson, Thos. Barclay, D. J. Sinclair, R. G. Richards.

Date of information, May, 1897. a z

STILLWATER, MINN.

Population in 1880, 9,055, in 1890, 11,259.

Stillwater Electric Railway Co.—Chartered July, 1894. This company is the successor to the Stillwater Street Ry. Co. This road is not now in operation, pending foreclosure sale.

CAPITAL STOCK, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge 4 ft. 8½ in.; 30 lb. T and tram rail; 8 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. Curtis, V. Pres. E. P. Motley, Sec. J. C. Nethaway, Treas. G. E. Waring.

DIRECTORS.—Allan Curtis, E. P. Motley, Louis Robinson, Thomas Allan, Quincy A. Shaw, of Boston; W. W. Greenough, of Pittsfield, Mass.; Hartley Lord, of Kennebeck, Me.; J. C. Nethaway.

GENERAL OFFICE, Stillwater, Minn.

Date of information, May, 1897. z

STILLWATER, N. Y.

Population in 1880, 4,162 in 1890, 5,758.

Stillwater & Mechanicville Street Railway Co.—Chartered Nov. 13, 1882. Annual meeting second Friday in July. This road commenced operating by electricity in Dec., 1895.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Apr. 1, 1893, due 1913; int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$6,689	$7,570	$7,857	$8,632	$10,811
Operating expenses	4,848	5,474	6,721	6,837	7,856
Earnings from operation	1,841	2,096	1,136	1,795	2,955
Deductions from earnings	1,282	1,330	1,641	1,595	2,756
Net income	559	766	*505	200	199
Dividends paid	555	466			
To surplus account	4	304			199
Total surplus account	497	790	291	491	*512
Per cent. dividends paid	5	4			

* Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 497	$1,357
Transportation expenses	5,268	5,675
Maintenance of way and buildings	944	561
" " equipment	128	264
Total	$6,837	$7,856

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$34,840	$35,103	$120,838
Cash and current assets	355	512	924
Profit and loss (deficit)			512
Total	$35,195	$35,615	$122,274
LIABILITIES.			
Capital stock	$11,775	$11,775	$ 60,000
Funded debt	5,000	5,000	60,000
Bills payable	15,016	15,106	
Other liabilities	3,112	3,243	2,274
Profit and loss (surplus)	291	491	
Total	$35,195	$35,615	$122,274

PLANT AND EQUIPMENT.—Miles of track (electric), 4.42; gauge, 4 ft. 8½ in.; 60 lb. to 75 lb. T and girder rail; 9 cars, of which 4 are motor cars and 5 other cars; West. dynamos and motors, Jones cars.

OFFICERS.—Pres. W. L. Denison, Sec. & Treas. H. O. Bailey, Supt. John Mahoney.

DIRECTORS.—John Knickerbacker, of Troy; A. W. Powers, J. A. Powers, of Lansingburgh; A. H. Barnes, Ben. B. Smith, H. O. Bailey, of Mechanicville; Henry Newland, W. L. Denison, S. F. Wood, of Stillwater.

GENERAL OFFICE, Stillwater, N. Y.

REFERENCE.—Increase of stock and bonds, Vol. IX, July, '93, p. 491.

Date of information, May, 1897. b d z

STOCKTON, CAL.

Population in 1880, 10,282, in 1890, 14,424, in 1896 (local estimates), 18,000.

Stockton Electric Railway Co.

CAPITAL STOCK, $500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 3 ft. 6 in.; 45 lb. side bearing and T rail; 22 cars, of which 11 are motor cars and 11 trail cars; Gen. Elec. and West dynamos and motors, Stockton cars.

OFFICERS.—Pres. I. S. Bostwick, Sec. J. Fyfe, Treas. E. R. Hedges, Supt. G. E. Ladd.

Date of information, May, 1896.

STONEHAM, MASS.

Population in 1880, 4,890, in 1890, 6,155.

Mystic Valley Street Railway Co.—This company commenced operation May 7, 1896.

CAPITAL STOCK, authorized and issued, $40,000; par value, $100 per share.

OPERATION.—For period from May 7, 1896, to Sept. 30, 1896.

Gross receipts	$4,937
Operating expenses	3,603
Earnings from operation	1,334
Deductions from earnings.	
Interest	339
Taxes	302
Net income	693
Total surplus account	693

OPERATING EXPENSES.

For period from May 7, 1896, to Sept. 30, 1896.

General expenses	$ 684
Maintenance of way and buildings	47
" " equipment	110
Transportation expenses	2,762
Total	$3,603

STATISTICS OF TRAFFIC.

For period from May 7, 1896, to Sept. 30, 1896.

Passengers carried	99,362
Car miles run	30,324
Gross receipts per car mile	$.162
Operating expenses per car mile	.118

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$49,226	Capital stock	$40,000
Cost of equipment	4,170	Floating debt	15,334
Cash and current assets	2,632	Profit and loss (surplus)	693
Total	$56,027	Total	$56,027

PLANT AND EQUIPMENT.—Miles of track (electric), 3.28; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Chas. F. Woodward, V. Pres. Treas. & Gen. Man. Jas. F. Shaw, Sec. Geo. A. Butman, Supt. Chas. F. Heath.

DIRECTORS.—Chas. F. Woodward, Jas. F. Shaw, John H. Cunningham, H. F. Eldredge, Geo. A. Butman.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, May, 1897. a b z

STREATOR, ILL.

Population in 1880, 5,157, in 1890, 11,414.

Streator Railway Co.—Chartered in 1891, for 40 years. The lines of this company have not been operated since Nov., 1896. A sale of the property will be made soon.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $160,000; coupon, but may be registered; dated Jan. 15, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

NOTE.—The company defaulted on its Jan., 1895, coupon.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 52 lb. T and girder rail; 8 motor cars; A. & S. engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Receiver & Gen. Man. C. C. Barr, Pres. P. F. Barr, Pres. D.V. Heenan, Sec. W. Reeves, Treas. J. C. Barlow, Supt. & Pur. Agt. Chas. D. Hagerty, Elecn. F. Peterson.

Date of information May, 1897. z

STROUDSBURG, PA.

Population in, 1880, 1,860, in 1890, 2,419, in 1897, of Stroudsburg, 3,000, of East Stroudsburg, 2,500.

Stroudsburg Passenger Railway Co.—Chartered Feb. 14, 1868.

CAPITAL STOCK, authorized and issued, $51,200.

OPERATION.—Year ending June 30,

	1892.	1893.	1895.	1896.
Gross receipts	$5,001	$5,198	$5,313	$7,005
Operating expenses	4,259	3,489	4,085	5,127
Earnings from operation	742	1,709	1,228	1,878

BALANCE SHEET.—Dated June 30,

	1895.	1896.
ASSETS.		
Construction	$36,954	$36,954
Equipment	9,450	9,450
Iron	103	
Ore	30	
Cash and accounts	2,753	2,922
Profit and loss (deficit)		29
Total	$49,290	$49,355
LIABILITIES.		
Capital stock (paid in)	$46,400	$46,100
Debts due individuals	743	196
Balance	2,148	3,058
Total	$49,290	$49,355

PLANT AND EQUIPMENT—Miles of track (steam), 2; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 trail cars, 2 engines.

OFFICERS.—Pres. Frank H. Smith, Sec. Geo. C. Adams, Treas. Wm. Gunsaulis, Supt. E. F. Smith.

DIRECTORS.—Geo. C. Adams, Frank H. Smith, W. S. Shafer, I. S. Case, J. I. Miller.

REFERENCE.—Receivership, Vol. XI, Mar., '95, p. 183.

Date of information, May, 1897. b z

SUNBURY, PA.

Population of Sunbury in 1880, 4,077, in 1890, 5,930; of Northumberland, 1880, 3,126, 1890, 3,192.

Sunbury & Northumberland Electric Railway Co.—Chartered Jan. 24, 1885, reorganized May 28, 1892, and operation recommenced with new roadbed and equipment Sept. 1, 1892. Annual meeting first Monday in May.

CAPITAL STOCK, authorized and issued, $125,000; par value, $50 per share.

FUNDED DEBT.—General mortgage 6 p. c. bonds, authorized and issued, $65,000; int. payable Jan. and July.

Please note date of information at end of each report.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Receipts from passengers	$	$	$12,190
" other sources			3,786
" total	42,608	14,662	15,976
Operating expenses	31,760	13,533	12,835
Earnings from operation	10,848	1,129	3,141
Deductions from earnings.			
Interest	1,699	2,264	2,362
Taxes	191		156
Net income			623
To surplus account			202
Total deficit			19,895

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$154,832	$155,127	$177,191
Cash assets	476	115	453
Material and supplies			1,224
Loss on operation	4,939	1,374	
Prior deficit carried forward	13,516	18,521	19,693
Total	$173,763	$175,137	$198,561
LIABILITIES.			
Capital stock	$125,000	$125,000	$125,000
Funded debt			65,000
Floating debt	48,763	50,137	8,561
Total	$173,763	$175,137	$198,561

PLANT AND EQUIPMENT.—Miles of track (electric), 3.9; gauge, 5 ft. 2½ in.; 56 lb. girder rail; 6 motor cars; Harrisburg engines, West. dynamos and motors, Stephenson and Newcastle cars.

OFFICERS.—Pres. D. Coolidge, Sec. & Treas. S. P. Wolverton, Gen. Man. C. M. Clement, Supt. M. Withington.

DIRECTORS.—D. Coolidge, S. P. Wolverton, C. M. Clement, W. T. Forsyth, H. L. Cake, W. E. Boughton, W. A. Donaldson.

GENERAL OFFICE, Sunbury, Pa.

Date of information, May, 1897. a z

SYRACUSE, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Syracuse is located in central New York, and is the seat of government of Onondaga County.

Suburbs.—The townships of Solvay, East Syracuse and Onondaga are connected with Syracuse by street railway lines.

Railroad and Steamship Connections.—The Delaware, Lackawanna & Western R. R. and New York Central & Hudson R. R. enter the city. Syracuse is also the southern terminus of the Oswego Canal, and through the Erie Canal it has connection with the Great Lakes and Hudson River.

Manufacturing and Commercial Interests.—A capital of about $23,000,000 is employed in the various manufacturing industries of the city, the principal productions being salt, bessemer steel, rolled iron, pig iron, engines, boilers, machinery, sashes and blinds, furniture, jewelry, silverware, hardware, chemicals, clothing, malt, liquors, carriages and wagons, lumber, tobacco, cigars and cigarettes, agricultural implements, boots and shoes. The city has a large general trade and exports immense quantities of salt.

Banking Capital.—There are now (1897) 4 national banks with a combined capital and surplus of $1,500,000; 5 state banks, with capital and surplus of $1,217,028; 1 trust company, with capital and surplus of $229,900. The total banking capital is $2,946,928.

	1880.	1890.	Latest.
Population	51,792c	88,143c	120,000e
Area, in square miles	.....	.....	15.75
Population per square mile	.....	.....	.....
Assessed Valuation.			
Real estate (75% actual value) $	.....	.....	63,324,520d
Personal property $	.....	.....	3,391,845d
Total $	28,324,643c	43,488,982c	66,716,365d
" per cap. $	547	493	.....
***Municipal Debt**, net $	1,351,500c	1,438,500c	5,987,186e
" " per cap. $	26	16	.....
Tax Rate, per $1,000 $	.....	.....	19.90d
Manufacturing Interests. c			
No. of establishments	724	1,175	.....
Capital invested $	8,186,818	17,207,955	.....
" " per cap. $	158	195	.....
No. of employes	10,966	15,417	.....
Wages per annum $	3,042,135	7,477,373	.....
Cost of materials $	8,544,436	12,112,349	.....
Value of product $	14,695,674	25,540,304	.....
Banking Capital $	.....	.....	2,946,928d
" " per cap. $	.....	.....	.....

* Including water debt, deducting sinking fund. a Local estimates. b 1894. c Census. d 1896. e 1897.

STREET RAILWAY SYSTEM—Present Companies.

Syracuse Rapid Transit Railway Co.—Chartered in May, 1896. This company is a consolidation of the Syracuse Street R. R. Co., the Syracuse Consolidated Street Ry. Co. and the People's R. R. Co., which was formerly leased to the Syracuse Street R. R. Co. These properties have been thoroughly rebuilt, new equipment and apparatus have been added, and the properties are now believed to be upon a satisfactory basis.

Capital Stock.—Common stock, authorized and issued, $2,750,000.

Preferred stock, 6 p. c. non-cumulative, authorized and issued, $1,250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,250,000, issued, $2,500,000, in escrow (see Note below), $750,000; coupon, but may be registered; dated Mar. 1, 1896, due 1946; denom. $1,000; int. payable Mar. and Sept., at office of Guaranty Trust Co. of New York, trustee of mortgage.

People's R. R. Co.'s first mortgage 5 p. c. gold bonds, $750,000; dated Jan. 1, 1891, due 1921; int. payable Jan. and July; trustees of mortgage, Publius V. Rogers and Fred W. Barker.

Note.—$750,000 of the first mortgage bonds are held in escrow to retire the bond issue of the People's R. R. Co., described above.

Operation—This report is for the consolidated properties for the year ending June 30, 1896.

Receipts from passengers	$429,530
" other sources	4,350
" total	433,880
Operating expenses	320,926
Earnings from operation	112,954
Deductions from earnings.	
Interest	44,500
Taxes	6,929
Net income	61,525
Total surplus account	37,316

Plant and Equipment.—Miles of track, 63, operated by horses, 11, by electricity, 52; gauge, 4 ft. 8½ in.; 60 lb. to 94 lb. girder rail; 100 horses, 249 cars, of which 86 are horse cars, 114 motor cars and 49 trail cars; Allis and Cleveland engines, Gen. Elec. and Walker dynamos and motors, Brill, Gilbert, Barney & Smith and Jones cars.

Officers.—Pres. Edward T. Perine, Sec. J. B. Summerfield, Treas. W. Judson Smith, Gen. Man. John H. Moffitt, Engr. Track Construction, C. Loomis Allen, Elec. Engr. H. S. Newton, Ch. Engr. of Power Station, N. B. Kellogg.

Reorganization Committee.—Chas. R. Flint (Chairman), Frederick Strauss (Secretary), W. G. Oakman, A. N. Brady, Robt. C. Pruyn, Stephen Peabody, Theo. H. Conderman, W. R. Kimball.

General Office.—Syracuse, N. Y. Office of Secretary of Reorganization Committee, Mills Bldg., New York City.

References.—Description of road, Vol. XIII, Mar. '97, p. 129 (ill); specifications for cars, Vol. XIII, Mar. '97 p. 172.

Date of information, May, 1897. a b d z

Syracuse Street Railroad Co.—(See Syracuse Rapid Transit Ry. Co.)

The Syracuse Consolidated Street Railway Co.—(See Syracuse Rapid Transit Ry. Co.)

Syracuse & East Side Street Railway Co.—Chartered Aug. 30, 1894. This is a successor to the Syracuse, Eastwood Heights & DeWitt R. R. Co. In July, 1895, this property was purchased by the Syracuse Street R. R. Co., but it has not been consolidated with the Syracuse Rapid Transit Ry. Co.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated Nov. 1 1864, due 1919; denom. $1,000; int. payable (free of tax) May and Nov., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Franchises.—Municipal franchises granted in 1890 and in 1891; were renewed in 1895 for 50 years.

Operation.—For period from July 27, 1895, to June 30, 1896.

Gross receipts	$35,275
Operating expenses	31,176
Earnings from operation	4,099
Deductions from earnings.	
Interest	15,000
Taxes	778
Net deficit	11,679

Please note date of information at end of each report.

Balance Sheet. Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$[illegible]	Capital stock	$[illegible]
Cash	[illegible]	Funded debt	[illegible]
Open accounts	[illegible]	Loans	[illegible]
Profit and loss deficit	[illegible]	Accounts payable	[illegible]
Total	$[illegible]	Total	$[illegible]

Plant and Equipment.—Miles of track electric, [illegible] gauge, 4 ft. [illegible] in., 56 lb. and 70 lb. rail; [illegible] cars, of which [illegible] are motor cars and [illegible] trail cars; [illegible] engines, [illegible] dynamos; Allis engines and Edw. dynamos and motors; American cars; Peckham trucks.

Officers.—Pres. Paul T. Brady, V. Pres. T. H. Cunningham, Sec. Peter B. Grace, Treas. & Gen. Man. E. E. Gilbert, Elmira, N. Y.

Directors.—Paul T. Brady, T. H. Cunningham, John B. Grace, Alvin E. Gilbert, Co. E. Sharpe, W. E. Kimball, Wm. Cunningham, D. D. Blackwell, Co. E. Leonard.

General Office, Syracuse, N. Y.

References.—Directory of Street Railway Officials, Vol. X, Dec. 15, 1896.

Date of information, May, 1897. [illegible]

Syracuse & Suburban Railroad Co.—Chartered June 25, 1895. The company has commenced construction work and the road will be completed during the summer of 1897. The company has applied to the State Railroad Commissioners for permission to increase its capital stock to $[illegible].

Capital Stock, $[illegible].

Plant and Equipment.—Miles of track electric, under construction, [illegible] 12 cars; [illegible] & station plant; water power.

Officers.—Pres. A. Cady Palmer, V. Pres. [illegible], Sec. & Treas. C. H. Bellows.

Directors.—A. Cady Palmer, [illegible], C. H. Bellows, John L. King, Chas. E. Hiscox, [illegible] K. McCarthy.

Date of information, May, 1897. [illegible]

Syracuse & Oneida Lake Electric Railway Co.—Chartered May 31, 1897. This company expects to have its road in full operation by Sept., 1897.

Capital Stock, authorized and issued, $12,000; par value, $100 per share.

Balance Sheet. Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$ 3,272	Capital stock	$12,000
Cash on hand	8,728		
Total	$12,000	Total	$12,000

Officers. Pres. Wm. B. Kirk, V. Pres. Thos. W. Meacham, Sec., W. S. Wales, Treas. J. B. Morgan.

Directors. W. B. Kirk, H. McComsey, W. S. Wales, J. B. Morgan, Wm. O'Connor, Thos. W. Meacham, Edwin Ladder, Wm. E. Wheaton, Jas. N. McCormick.

Date of information, May, 1897. b z

TACOMA, WASH.

Population in 1880, 1,098, in 1890, 36,006.

Tacoma Railway & Motor Co. This property was sold under foreclosure of mortgage in Mar. 1897. The plans of the new owners have not yet been made public.

Capital Stock, authorized and issued, $750,000.

Funded Debt. The liens against this property before the foreclosure sale were as follows:

First mortgage 6 p. c. gold bonds, authorized $1,000,000, now outstanding $885,000; coupon, but may be registered; dated 1890, due 1918, denom. $1,000; int. payable Apr. and Oct.; trustee of mortgage, Farmers' Loan & Trust Co. of New York.

6 p. c. mortgage bonds, authorized, $1,500,000, issued, $1,415,000, in escrow to retire first mortgage bonds, $85,000; dated July 1, 1892, due 1922, int. payable Jan. and July, at office of New York Guaranty & Indemnity Co., of New York, trustee of mortgage.

Operation. The following report is for the period during receivership two years ending Mar. 31, 1897.

Gross receipts	$267,026
Operating expenses	221,140
Earnings from operation	45,886

Plant and Equipment. Miles of track, 48; operated by electricity, 46, by cable, 2; gauge, 3 ft. 6 in.; 40 lb. to 66 lb. T and girder rail, 91 cars, of which 26 are motor cars and 5 grip cars, Corliss, Frick and Stearns engines, Gen. Elec. dynamos and motors, Pullman cars.

Officers. New officers unknown.

General Office, A and 13th Sts.

References. Description of road, Vol. IX, May, '93, 308 (Ill.). reorganizing, Vol. XI, Feb., 95, p. 124; operating detail, transfers, Vol. XI, June 15, p. 405, Ill.

Date of information, Apr., 1897. [illegible]

City Park Railway Co.—Chartered 1895, as the successor to the Fort Defiance, Tacoma & Edison Ry. Co., which was purchased by F. Z. Mitchell, of Portland, Ore., on Jan. 14, 1895, for $82,000, under execution on a judgment secured by Chas. S. Hinchman.

Capital Stock, $[illegible].

Plant and Equipment.—Miles of track electric, 7; gauge, 3 ft. 6 in., 56 lb. T rail; 25 cars, of which 15 are motor cars and 2 trail cars; Gen. Elec. motors, Pullman and Brill cars.

Officers.—Pres. F. Z. Mitchell, Sec. C. S. Huggins, Gen. Mgr. [illegible] W. Hampton.

General Office, N. 13th and I Sts.

References.—Description of road, Vol. IX, May [illegible]

Date of information, May, 1897.

Tacoma Traction Co.—Chartered Nov. 12, 1[illegible]

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $[illegible],000 issued, $[illegible],457; dated 1894, due 1924; int. payable May and Nov. at office of W. N. Coler & Co., 54 Nassau [illegible]

Plant and Equipment.—Miles of track electric, [illegible] 5 m., 8 cars, of which 4 are motor cars and 2 trail [illegible] freight cars; 300 H. P. station plant.

Officers.—Pres. L. H. Hole, V. Pres. W. N. Coler, Sec. & Treas. E. Blanchard, Gen. Man. J. P. Clark.

Directors.—L. H. Hole, W. N. Coler, Jr., Ch[illegible] Stuart Rice, Gen. E. Blanchard.

Date of information, May, 1897.

TAMPA, FLA.

Population in 1890, 5,532, in 1897 (local estimates), 25,000.

Consumers' Electric Light & Street Railroad company has just completed a new power house.

Capital Stock, authorized and issued, $50,000.

Plant and Equipment.—Miles of track (electric), 30, gauge, 4 ft. 8½ in.; 45 lb. and 56 lb. T rail; 30 cars, of which 27 are motor cars and 3 trail cars; Brill, Graham and Brownell cars; 1,400 H. P. water power.

Officers.—Pres. Chester W. Chapin, V. Pres. E. S. Douglass, Sec. John T. Douglass, Treas. J. A. Hansbrough, Supt., Geo. D. Munsing.

Directors.—E. S. Douglass, C. W. Chapin, G. D. Munsing, I. S. Giddens, P. O. Knight.

Date of information, May, 1897. d z

TAUNTON, MASS.

Population in 1880, 21,213, in 1890, 25,443.

Taunton Street Railway Co.—Chartered Feb. 12, 1870.

Capital Stock, authorized and issued, $350,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $350,000; dated Jan., 1894, due 1915; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Debenture 5 p. c. bonds, $200,000; dated Mar., 1894, due 1914; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$43,537	$44,963	$63,547	$74,508	$85,897
Operating expenses	36,051	38,966	36,895	46,897	50,641
Earnings from operation.	7,486	5,997	26,652	27,611	35,256
Deductions from earnings					
Interest	2,196	1,463	577	16,146	29,901
Taxes	969	1,048	1,584	5,397	2,079
Other deductions				1,311	1,311
Net income	4,322	3,486	24,492	4,448	1,965
Dividends paid 4 p. c.		4,000			
To surplus account	4,322	*514	24,492	4,448	1,965
Total surplus account	13,283	†3,482	15,446	19,901	25,267

*Deficit.

†$9,283 charged off in 1892-93 account of depreciation.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses	$ 6,580	$ 5,920
Transportation expenses	31,910	32,556
Maintenance of way and buildings	2,366	5,382
" " equipment	6,041	6,782
Total	$46,897	$50,640

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried	1,631,925	1,595,415
Car miles run	357,404	340,523
Gross receipts per car mile	$.209	$.252
Operating expenses per car mile	.131	.149

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$527,602	$626,354	$626,804
" equipment	109,185	110,271	111,503
Cash and current assets	103,712	39,622	49,292
Other assets	123,992		
Other permanent property		191,649	195,951
Total	$864,490	$967,897	$983,550
LIABILITIES.			
Capital stock	$350,000	$350,000	$350,000
Funded debt	200,000	550,000	550,000
Floating debt	299,016	47,995	58,283
Profit and loss (surplus)	15,446	19,901	25,267
Total	$864,490	$967,897	$983,550

PLANT AND EQUIPMENT.—Miles of track (electric), 18.4; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 52 cars, of which 30 are motor cars and 22 trail cars; McI. & S. engines, Jones and Stephenson cars.

OFFICERS.—Pres. J. N. Beckley, Sec. O. A. Barker, Treas. S. M. Thomas, Supt. Geo. G. F. Serbel.

DIRECTORS.—J. N. Beckley, I. L. Otis, Geo. Weldon, of Rochester, N. Y.; O. A. Barker, Geo. A. Washburn, H. F. Bassett, Geo. N. Elmes, S. M. Thomas, of Taunton, Mass.

GENERAL OFFICE, Taunton, Mass.

REFERENCE.—Increase of stock, Vol. XI, May, '95, p. 322.

Date of information, May, 1897. b d z

TERRE HAUTE, IND.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Terre Haute is situated on the Wabash River, in about the centre of the western boundary of the state. It is the county seat of Vigo County, and is the third largest city in the state.

Suburbs.—Among the neighboring towns are Macksville, Brazil, Coal Bluff, Clay City, Clinton, Fontanet and Rosedale.

Population.—The population in 1880 was 26,042, and in 1890, 30,217, an increase of 16 per cent.; in 1897, by school census, 43,000.

Railroad Connections.—Terre Haute is fortunate in having the Pennsylvania and Vanderbilt systems actively competing for its trade, and the general offices and the general shops of the Vandalia R. R. are located in the city. In addition to trade by the river the following railroads give it magnificent trade connections: Indianapolis & St. Louis R. R., St. Louis, Vandalia & Terre Haute R. R., Chicago & Eastern Illinois R. R., Cleveland, Cincinnati, Chicago & St. Louis R. R., Evansville & Terre Haute R. R., Evansville & Indianapolis R. R., Terre Haute & Alton R. R., Terre Haute & Indianapolis R. R., Terre Haute & Logansport R. R. and Terre Haute & Peoria R. R.

Manufacturing and Commercial Interests.—A capital of about $6,000,000 is employed in the various manufacturing industries of the city, the principal productions being manufactured iron, carriages, clothing, whiskey, flour, hominy, lumber, mosaic tiling, furniture, casks, barrels, staves, piano cases, and very large coal mining operations. The manufacturing industries of the city have been profitable and have steadily increased in number—notwithstanding the business depression throughout the country—on account of the cheap coal which abounds under and about the city. Coal for manufacturing purposes can be obtained as low as 50 and 60 cents a ton, and at the mine openings, as low as 30 cents a ton. Large quantities of grain, flour, pork and other commodities are annually exported. About 5,700 hands are employed in the manufacturing industries, receiving in wages about $2,500,000 per annum, and the value of the manufactured product is about $15,000,000 per annum.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $1,123,600; 1 trust company with capital and surplus of $103,600, and 1 private bank. The total banking capital is $1,123,600.

Assessed Valuation.—The assessed valuation of real estate is (1896) $14,000,000. The assessed valuation of the personal property is $6,000,000. The total valuation of real and personal property is $20,000,000.

Municipal Debt.—The municipal debt of the city is (1897) about $359,000.

Tax Rate.—The tax rate is (1897) $12 per $1,000.

STREET RAILWAY SYSTEM—Present Company.

Terre Haute Electric Railway Co.—Chartered June 4, 1894, in perpetuity. Financial year ends June 30. This is a consolidation by purchase of the Terre Haute Street Ry. Co. (Incorp. Apr. 3, 1866), and the Vigo County Street Ry. Co. (Incorp. Mar. 16, 1881). The company now owns and operates the entire street railway system of the city of Terre Haute. No other companies are in existence and none have charters or franchises.

The company owns and operates the Citizens' Electric Light & Power Co., which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute, and has a five year contract with the city for lighting the streets and alleys. The revenue from the city for the third year will be in excess of $25,000, and the net revenue from city and commercial lighting will be in excess of $15,000 per annum.

The company also owns and operates the Terre Haute Steam Heating & Power Company, which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute. This company in 1896 put in mains to heat a large section of the city. As the company uses exhaust steam for heating purposes, there is a large net revenue. It has contracts for heating the U. S. Post Office and Court House and other public buildings, stores and residences. During the summer of 1897 several miles of steam heating mains will be laid and the revenue of the company from this source will be largely increased.

Capital Stock.—Common stock, authorized and issued, $300,000, shares fully paid up; par value, $100 per share.

Preferred stock, authorized and issued, $200,000, shares fully paid up; par value, $100 per share. Preferred stock is entitled to 6 p. c. (non-cumulative) dividends, after which common stock may receive 6 p. c. in dividends. Balance of net earnings is to be divided equally between preferred and common stocks.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $900,000, of which $400,000 are in escrow to retire, by exchange and purchase, the outstanding bonds ($400,000) of the Terre Haute Street Ry. Co. (see Note); in treasury, but deposited in trust (see Note), $100,000; coupon, but may be registered; dated July 1, 1894, due 1914; denom. $1,000; int. payable Jan., Apr. July and Oct., at office of the Metropolitan Trust Co., of New York, trustee of mortgage, and in London, Paris and Berlin when bonds are registered for that purpose.

The bonds are listed on the New York Stock Exchange.

Note.—The mortgage deed (which was drawn under the supervision of Hon. W. H. H. Miller, ex-Attorney General of the United States, and of McNutt & McNutt and Lamb & Beasley of Terre Haute) provides for an ultimate total issue of bonds of $1,000,000, of which $400,000 are placed in escrow with the trustee to redeem by purchase or exchange the remaining $400,000 of bonds (outstanding) issued by the Terre Haute Street Ry. Co. on the property purchased of said company. The present issue of bonds is a first mortgage on all the property, franchises and rights acquired by purchase or consolidation of the above companies with the exception of the property acquired from the old street railway company, which covered 15 miles of road, equipment, etc. It is a first mortgage on all the track, property, equipment, etc., acquired since the consolidation. It is an absolute first mortgage on the entire plants of the electric light and steam heating companies. The total bonded indebtedness of the Terre Haute Street Ry. Co. was $500,000, but the holders of $100,000 of the bonds have surrendered them for exchange, and received a like amount of the bonds of the Terre Haute Electric Ry. Co. Other surrenders for exchange are in progress, and as they are completed the bonds will be cancelled. In this way the bonds of the Terre Haute Street Ry. Co. outstanding will be rapidly surrendered, and the mortgage at an early day satisfied and cancelled.

The remaining $100,000 bonds are treasury bonds, and have been placed in escrow with the trustee, for the sole purpose of raising funds to meet the actual cost of the necessary extensions of track, overhead construction, paving, equipment, betterments, additions to plant, erection of car houses, purchase of real estate, purchase and erection of boilers, engines, generators and other necessary machinery to keep the road in first class condition and meet the demands of the public, from year to year, for extensions and improvements, and for machinery, electric appliances, wire, poles, etc., to meet the growth of the business and the demands of the public for additional lighting facilities, also for extending the steam heating mains to meet the needs of the public. The mortgage contains carefully prepared restrictions and conditions as to the issue of the treasury bonds. An excess of 10 p. c. of net earnings is also required.

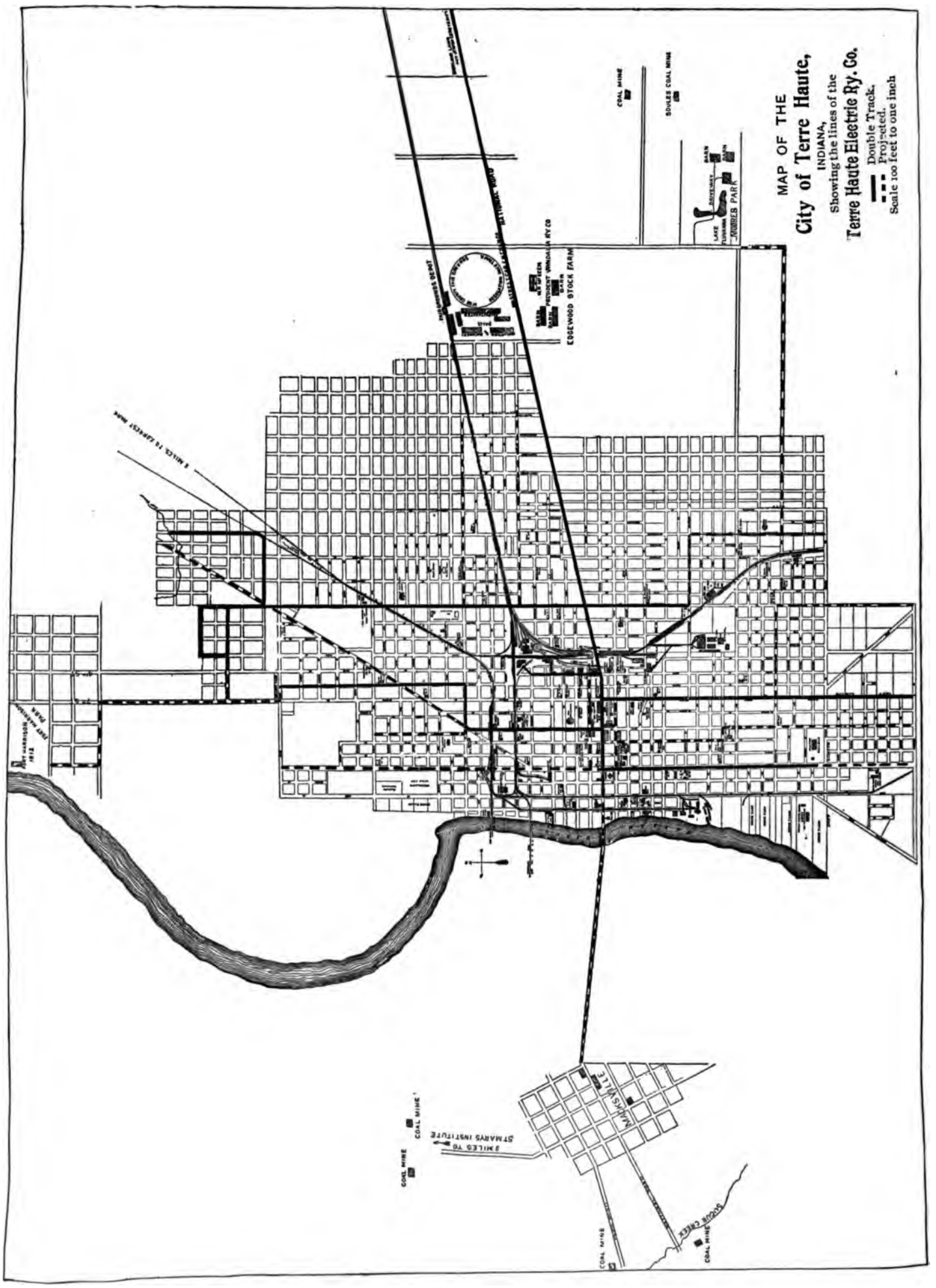
Plant and Equipment.—RAILWAY PLANT. Miles of main line, 17, of second track, 4, of sidings, 3, total track (electric), 24; gauge, 4 ft. 8½ in.; 60 lb. and 72 lb. T rail; 6 horses, 59 cars, of which 5 are horse cars, 35 are motor cars, 15 are trail cars and 4 other cars, 50 motors, 1 electric. sweeper; 450 H. P. station plant; West. engines, tubular boilers, West. and Walker dynamos and motors.

ELECTRIC LIGHTING PLANT. 1,400 H. P. triple expansion Williams engines, 2 240 K. W. Stanley alternators, 6 100-light Western Electric Co. arc dynamos, 1,500 H. P. Climax boilers, and 250 miles of pole line and wire.

STEAM HEATING PLANT. 1 mile of heavy mains supplies the heart of the business and residence district of the city of Terre Haute.

Officers.—Pres. Russell B. Harrison, V. Pres. F. L. Ray, Sec. P. P. Thomas, Treas. & Gen. Man. M. F. Burke, Co.'s Counsel Miller, Winter & Elam (Indianapolis), Lamb & Beasley (Terre Haute), Co.'s Att'ys McNutt & McNutt (Terre Haute), Ch. Engr. A. Balsley.

General Office, Power Station, 100 No. 9th St., Terre Haute. New York office, Manhattan Bldg.


MAP OF THE
City of Terre Haute,
INDIANA,
Showing the lines of the
Terre Haute Electric Ry. Co.
Double Track.
Projected.
Scale 100 feet to one inch
COAL MINE
SOULES COAL MINE
FAIRGROUNDS
EDGEWOOD STOCK FARM
FAIRGROUNDS DEPOT
FAIRBEB PARK
3 MILES TO TERRE HAUTE
3 MILES TO ST MARYS INSTITUTE
ST MARYS
COAL MINE
COAL MINE
COAL MINE
COAL MINE
SUGAR CREEK

References.—Description of road, Vol. X, June, '94, p. 357 (ill.); description of track, Vol. X, Nov., '94, p. 729 (ill.).

Date of information, May, 1897. a y z

For map of road see page 264.

TEXARKANA, ARK.

Population in 1880, 1,390, in 1890, 3,486, in 1895, 11,450.

Texarkana Railway Co.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft.; 30 lb. T rail; 29 mules, 7 horse cars; St. Louis cars.

OFFICER.—Man. Frank Whitley.

Date of information, May, 1897. d z

TIFFIN, O.

Population in 1880, 7,879, in 1890, 13,000, in 1897, 15,000.

Tiffin & Interurban Consolidated Electric Railway Co.—This property was sold at receiver's sale in 1896. The electric railway portion was bought by S. B Sneath (see Tiffin & Fostoria Electric Ry. Co.), and the horse railway portion has been abandoned and the tracks removed.

Date of information, May, 1897. z

Tiffin & Fostoria Electric Railway Co.—This property is owned by S. B. Sneath, and is the electric railway portion of the Tiffin & Interurban Consolidated Electric Ry., which was sold at receiver's sale.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 67 lb. and 83 lb. T and girder rail; 6 motor cars; West. dynamos and motors, Laclede cars.

OWNER.—S. B. Sneath.

Date of information, May, 1897. a z

The Electric Railway & Power Co.—Chartered Aug. 4, 1893, for 25 years.

CAPITAL STOCK, authorized, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 50 lb. and 80 lb. T and girder rail; 13 cars, of which 8 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Laclede cars.

OFFICERS.—Pres. G. D. Loomis, V. Pres. C. J. Yingling, Sec. J. F. Bunn, Treas. B. W. Crobaugh.

Date of information, May, 1897. a z

TITUSVILLE, PA.

Population in 1880, 9,046, in 1890, 8,073, in 1894, 9,500.

Titusville Electric Traction Co.—Chartered in Jan., 1897, to construct about 15 miles of electric railway from Titusville to Hydetown, East Titusville and Pleasantville. The company has secured franchises and rights of way, and the road will probably be built during 1897.

CAPITAL STOCK, $100,000.

OFFICERS.—Pres. M. B. Dunham, of Warren, Pa.; Sec. G. H. Dunham, of Pleasantville, Pa.

INCORPORATORS.—T. L. Lamassena, of Newark, N. J.; R. D. Stoeltzing, of Pleasantville, Pa.; A. J. Hazeltine, M. B. Dunham, of Warren, Pa.; G. H. Dunham, of Pleasantville, Pa.

GENERAL OFFICE, Pleasantville, Pa.

Date of information, May, 1897. d z

TOLEDO, O.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Toledo is situated on the Maumee River, in the northwestern section of Ohio, eight miles from Lake Erie. It is the capital of Lucas County, and is the third city in the state.

Population.—The population in 1880 was 50,137, in 1890, 81,434, in 1895, 125,000, and in 1897, 135,000.

Railroad and Steamship Connections.—The following railroads enter Toledo: Cincinnati, Hamilton & Dayton R. R., Cincinnati, Jackson & Mackinaw R. R., Columbus, Hocking Valley & Toledo R. R., Lake Shore & Michigan Southern Ry., Michigan Central R. R., Pennsylvania R. R., Toledo & Ohio Central R. R., Toledo, Ann Arbor & North Michigan R. R., Toledo, St. Louis & Kansas City R. R., Wabash R. R., Wheeling & Lake Erie R. R., Columbus, Sandusky & Hocking R. R. Various steamship lines operate to ports on the Great Lakes.

Manufacturing and Commercial Interests.—A capital of about $12,700,000 is employed in the various manufacturing industries of the city, the principal prodections being carriages and wagons, malt liquors, lumber, flour, hosiery and knit goods, brick and tile, awnings, tents and sails, vessels, pumps, sash and blinds, furniture, machinery, boilers, steam engines, plows, mowers and reapers, car wheels. Toledo has a great trade in grain, flour, live stock, lumber, hides, wool, cotton, tobacco and linseed oil. It is the largest boot and shoe and grocery jobbing city in Ohio. About 10,300 hands are employed in the manufacturing industries, receiving in wages about $5,200,000 per annum, and the value of the product is about $21,700,000 per annum.

Banking Capital.—There are now (1897) 6 national banks with a combined capital and surplus of $3,675,000; 4 savings banks, with capital and surplus of $920,000, and 1 private bank. The total banking capital is $4,595,000.

Assessed Valuation.—The assessed valuation of real estate is (1896) $45,000,000, the property being assessed at about 50 per cent. of its real value. The assessed valuation of the personal property is $10,691,000. The total valuation of real and personal property is (1896) $55,691,000.

Municipal Debt.—The municipal debt of the city is (1896) $5,469,184.

Tax Rate.—The tax rate is (1896) $31.20 per $1,000.

STREET RAILWAY SYSTEM—Descriptive.

Toledo is an enterprising and growing city. It has an excellent harbor and unusual railroad connections. Its manufactures have been greatly stimulated by a considerable use of natural gas for fuel, which was piped into the city in 1887. Besides extensive planing and saw mills, the largest wagon works in the United States are located here. The street railways are maintained at a high standard of efficiency, and give the city excellent rapid transit service. Electricity has been introduced over the entire system (129 miles of track), and the new construction and equipment are excellent in all respects.

The street railway mileage is controlled as follows:

	Owns
Toledo Traction Co.	100
Toledo & Maumee Valley Ry. Co.	13
Toledo, Bowling Green & Fremont Ry. Co.	16
Total	129

STREET RAILWAY SYSTEM—Present Companies.

Toledo Traction Co.—This is a consolidation on July 1, 1896, of the Toledo Consolidated Street Ry. Co., the Toledo Electric Ry. Co., the Toledo Electric Street Ry. Co., the Ironville Street Ry. Co., the Metropolitan Street Ry. Co., the Central Street Ry. Co. and the Western Electric Co. This company, through its constituent companies, controls the entire street railway system, the entire lighting system, both public and private, and the entire power business of the city of Toledo.

Capital Stock.—Common stock, authorized and issued, $4,000,000; par value, $100 per share.

6 p. c. preferred stock, authorized and issued, $2,000,000.

Funded Debt.—Consolidated first mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $5,000,000, of which $2,200,000 are held in escrow (see Note), in treasury (see Note), $1,000,000; coupon, but may be registered; dated July 1, 1896, due 1909; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Note.—This mortgage bond issue is the only mortgage of the Toledo Traction Co., and covers the entire property, rights and franchises of the system, now owned or hereafter acquired; also, by separate deed of trust, all the property, rights and franchises of the electric companies now owned or hereafter acquired. By this issue, all the bonds of the constituent companies are retired and cancelled, except divisional liens of some of the companies, amounting to $2,200,000, covering parts of the property, and to retire which an equal amount of consolidated bonds are held in escrow.

These divisional liens are as follows:

Toledo Consolidated Street Ry. Co.'s 6 p. c. mortgage bonds, $414,000; due Jan. 1, 1900.

Toledo Consolidated Street Ry. Co.'s 5 p. c. mortgage bonds, $1,086,000; due July 1, 1909.

Toledo Electric Street Ry. Co.'s 5 p. c. mortgage bonds, $700,000; due Feb. 1, 1912.

$1,000,000 of the consolidated first mortgage bonds are reserved in the treasury for future extensions, improvements and additions to the property, but may be issued only at the rate of 75 per cent. of the actual cost of such expenditures.

Operation.—The combination report of all the companies forming the Toledo Traction Co., including the electric light companies, for the year ending June 30, 1896, is as follows:

Gross receipts	$910,414
Operating expenses and fixed charges	567,492
Net income	342,922

Plant and Equipment.—Miles of track (electric), 100; gauge, 4 ft. 8½ in.; 56 lb. to 93 lb. girder rail; 313 cars, of which 284 are motor

Please note date of information at end of each report.

cars and 29 trail cars; Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

Officers.—Pres. Albion E. Lang, V. Pres. John B. Dennis, Sec. C. L. Wight, Treas. W. E. Hale, Gen. Man. & Pur. Agt. W. S. Jewell, Supt. A. M. Hinckley, Elecn. E. J. Bechtel, Ch. Engr. of Power Station Geo. Tolk.

Directors.—Albion E. Lang, N. B. Ream, C. L. Wight, W. E. Hale, Barton Smith.

General Office, cor. Monroe and Water Sts.

References.—Description of road, Vol. VIII, Mar., '92, p. 137; Vol. VIII, Dec., '92, p. 746; description of power plant, Vol. VII, June, '91, p. 288 (ill.); description of emergency wagon, Vol. VIII, Feb., '92, p. 70 (ill.); description of fire in car house, Vol. VIII Feb., '92, p. 74 (ill.); increase of stock, Vol. IX, Jan., '93, p. 65; description of casino (brief), Vol. XI, May, '95, p. 310 (ill.); operating detail, transfers, Vol. IX, Aug., '93, p. 533 (ill.); change in ownership, Vol. XII, July, '96, p. 401; description of power plant, Vol. XIII, Jan., '97, p. 9 (ill.).

Date of information, May, 1897. d z

Toledo, Bowling Green & Fremont Railway Co.

Capital Stock, $500,000.

Plant and Equipment.—Miles of track (electric), 16; 4 motor cars.

Officers.—Pres. T. H. Walbridge, Sec. J. B. Breymann, Gen. Man. C. A. Denman, Audr. W. B. Brockway.

Date of information, May, 1897. z

Toledo, Maumee & Perrysburg Electric Railroad Co.—Chartered, Feb., 1894.

Capital Stock, $150,000.

Funded Debt.—First mortgage 5 p. c. bonds, $300,000; dated Mar. 1, 1895, due 1920; denom. $1,000; trustee of mortgage, Metropolitan Trust Co., of New York.

Officers.—Pres. & Gen. Man. J. K. Tillston, Sec. & Treas. Frank M. Ohl.

Date of information, Mar., 1895.

Toledo & Maumee Valley Railway Co.—Chartered, Jan., 1894, to build a street railway from Toledo to Perrysburg and Maumee.

Capital Stock, $300,000.

Plant and Equipment.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 12 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

Officers.—Pres. A. K. Detmiller, V. Pres. G. G. Metzger, Sec. G. K. Detmiller, Treas. W. B. Taylor, Gen. Man. C. A. Denman.

Date of information, May, 1896.

TONAWANDA, N. Y.

Population in 1880, 3,864, in 1890, 7,145.

Buffalo, Tonawanda & Niagara Falls Electric Railroad Co.—This is a consolidation of the Tonawanda Street R. R. Co., and the Tonawanda Electric R. R. Co.

CAPITAL STOCK, $300,000.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Total receipt	$19,504	$13,120	$12,403
Operating expenses	18,627	19,977	18,555
Earnings from operation	877	*6,857	*6,152
Deductions from earnings.			
Interest on bonds	3,000	3,000	3,000
Taxes	1,700	1,921	1,846
Net deficit	3,822	11,778	10,999
Total surplus account	98	*11,884	*22,942

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 45 lb. 56 lb. and 62 lb. T and girder rail; 14 cars, of which 10 are motor cars and 4 trail cars; Noye engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Geo. H. Smith, V. Pres. Jas. H. Rand, Sec. H. M. Fales, Treas. J. A. Read.

Date of information, Nov., 1896. b

Buffalo, Kenmore & Tonawanda Electric Railroad Co.—This company operates the Elmwood Avenue & Tonawanda Electric Ry. Co.

CAPITAL STOCK, authorized, $150,000, issued, $137,200.

FUNDED DEBT.—$55,000; trustee of mortgage, Fidelity Trust & Guaranty Co., of Buffalo.

OPERATION.—Year ending Dec. 31, 1896.

Receipts from passengers	$5,364
" other sources	98
" total	5,462
Operating expenses	9,260
Deficit from operation	3,798
Other deductions.	
Taxes	861
Sundries	34,333
Net deficit	38,992

OPERATING EXPENSES.

Year ending Dec. 31, 1896.

General expenses	$1,849
Transportation expenses	6,183
Maintenance of way and buildings	352
" " equipment	876
Total	$9,260

BALANCE SHEET.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip..	$159,566	Capital stock	$137,200
Cash	18	Funded debt	55,000
Profit and loss (deficit)..	54,575	Paving, taxes, etc.	19,982
		Accounts payable	1,978
Total	$214,159	Total	$214,159

PLANT AND EQUIPMENT.—Miles of single track (electric), 8.99; gauge, 4 ft. 8½ in.; 56 lb. to 72½ lb. girder and T rail; 4 motor cars; Noye engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. E. G. S. Miller, Sec. H. P. Bissell, Treas. & Gen. Man. J. B. Mayer.

GENERAL OFFICE, Ellicott Square Bldg., Buffalo.

REFERENCE.—Description of road, Vol. IX, Aug., '93, p. 529 (ill.).

Date of information May, 1897. a z

Buffalo, North Main Street & Tonawanda Electric Railway Co.—Chartered June 5, 1895, to operate the property of the Buffalo, North Main Street & Tonawanda Electric R. R. Co., which was sold under foreclosure of mortgage. Annual meeting first Tuesday in Mar.

CAPITAL STOCK, authorized and issued, $75,000.; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $75,000, issued, $40,000; dated Sept. 3, 1895, due 1925; int. payable Mar. and Sept.

OPERATION.—Year ending June 30,	1894.	1896.
Total receipts	$ 8,236	$ 7,685
Operating expenses	12,287	*40,667
Deficit from operation	4,051	32,982
Deductions from earnings.		
Interest on bonds	1,252	
Taxes	287	4,682
Net deficit	5,590	37,663
Total deficit	5,869	

*$29,625 of this amount is paid for injuries and damages on account of an accident.

BALANCE SHEET.—Dated June 30,	1894.	1896.
ASSETS.		
Cost of road and equipment	$ 77,556	$ 79,169
Current assets	1,472	307
Other assets*	46,450	
Profit and loss (deficit)	5,869	37,663
Total	$131,347	$117,139
LIABILITIES.		
Capital stock	$ 60,000	$ 75,000
Funded debt	44,000	40,000
Bills payable	5,304	2,139
Other accounts	22,044	
Total	$131,347	$117,139

*Treasury stock, and unpaid subscriptions on stock already issued.

NOTE.—The company made no operating report for the year ending June 30, 1895, owing to reorganization.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 65 lb. to 90 lb. T rail; 5 motor cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

Please note date of information at end of each report.

OFFICERS.—Pres. Jas. O. Carr, Sec. H. M. Francis, Treas. & Pur. Agt. Thos. H. Fearey, Supt. M. P. Campbell.

GENERAL OFFICE. 39 Erie Co. Bank Bldg., Buffalo.

REFERENCE.—Short description of road, Vol. IX, Aug., '93, p. 529.

Date of information, Nov., 1896. b d

Elmwood Avenue & Tonawanda Electric Railway Co.—Chartered June 1893. Annual meeting second Tuesday in July. This road is operated by the Buffalo, Kenmore & Tonawanda Electric Ry. Co., which company pays all taxes and cost of maintenance.

CAPITAL STOCK, authorized, $50,000, issued, $14,125; par value, $100 per share.

Date of information, May, 1897. b z

TOPEKA, KAN.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Topeka, the capital of Kansas and of Shawnee County, is situated on the Kansas River, in the eastern part of the State.

Area, 3,962 acres.

Population.—The population in 1880 was 15,452, in 1890, 31,007 and in 1897 (estimated), 33,000.

Railroad Connections.—The following lines enter the city: Atchison, Topeka & Santa Fé R. R., Chicago, Rock Island & Pacific R. R., Missouri Pacific R. R., Union Pacific R. R.

Manufacturing and Commercial Interests.—A capital of about $2,400,000 is employed in the various manufacturing industries of the city, the principal productions being flour, rolled and cast iron, architectural and ornamental ironwork, pottery, bricks, carriages, malt liquors, saddlery and harness, tobacco and cigars, lumber. The machine shops of the Atchison, Topeka & Santa Fé R. R., are located here. Topeka is the distributing point to a considerable agricultural region. About 2,400 hands are employed in the manufacturing industries, receiving in wages about $1,320,000 per annum, and the value of the manufactured product is about $5,300,000.

Banking Capital.—There are now (1897) 10 loan, investment and trust companies, with capital and surplus of about $10,000,000. The total banking capital is approximately $10,000,000.

Assessed Valuation.—Real estate is assessed at about 33 per cent. of its real value. The total assessed valuation of real and personal property is (1896) $9,615,203.

Municipal Debt.—The municipal debt of the city is (1897) $336,500, equivalent to about $8 per capita population.

Tax Rate—The total tax rate is (1896) $44.15 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Topeka Belt Railway Co.—Chartered Nov. 9, 1887. This road has not been in operation for two years.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage and collateral trust bonds, $500,000; coupon, but may be registered; dated Apr. 1, 1889, due 1919; denom. $1,000; int. 6 p. c., payable Apr. and Oct.

Plant and Equipment.—Miles of track (steam), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 11 cars; 2 Baldwin motors, Pullman cars.

Officers.—Pres. Chas. S. Gleed, Sec. & Treas. J. Mackenzie.

Date of information, Feb., 1897. a

The Topeka Railway Co.—Chartered May 1, 1892, to take over the property and franchises of the Topeka City Ry. Co. and the Topeka Rapid Transit Ry. Co.

Capital Stock, authorized and issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c., bonds, authorized and issued, $1,100,000; coupon, but may be registered; dated May 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at office of J. Kennedy, Tod & Co., 45 Wall St., New York; trustee of mortgage, Manhattan Trust Co., of New York.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 35 lb. and 52 lb. T and girder rail; 66 cars, of which 36 are motor cars and 30 trail cars; Allis engines, Gen. Elec. dynamos and motors, Laclede, St. Louis and Stephenson cars.

Officers.—Pres. & Treas. C. C. Baker, V. Pres. M. A. Low, Sec. J. G. Shonecker, Gen. Man. J. M. Patten.

Directors.—M. A. Low, J. G. Shonecker, F. G. Willard, J. M. Patten, C. S. Gleed, Chas. Blood Smith, W. H. Rossington, P. G. Noel, H. C. Speer, C. K. Holliday, S. T. Howe, L. C. Wasson, C. C. Baker.

General Manager's Office, 1112 Jackson St. President's office, 113 East 8th Ave., Topeka, Kan.

Date of information, May, 1897. a z

West Side Circle Railway Co.—Chartered Mar. 10, 1887. This road has not been in operation for two years.

Capital Stock, authorized, $100,000, issued, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c., coupon bonds, authorized $100,000, issued, $50,000; dated July 1, 1887, due 1907; denom. $500; int. payable Apr. and Oct., at Tradesmen's National Bank of New York; trustee of mortgage, Topeka Investment & Loan Co., of Topeka.

Plant and Equipment.—Miles of track (steam), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T and girder rail; 2 cars; 3 Baldwin motors.

Officers.—Pres. C. S. Gleed, Sec. & Treas. G. H. Nolte Asst. Sec. Treas. & Pur. Agt. F. H. Poole.

General Office, 701 Jackson St.

Date of information, Nov., 1896. d

TORONTO, ONT.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Toronto is situated in York County, Ontario, on a circular bay on the northwest shore of Lake Ontario. It is the capital of the province, and one of the most flourishing cities in the Dominion of Canada.

Suburbs.—The towns of Mimico, West Toronto Junction, North Toronto and the Village of York are connected with Toronto by street railway lines.

Railroad and Steamship Connections.—The Grand Trunk R. R. and the Canadian Pacific R. R. enter the city, and various branches of both lines radiate northeast and northwest. Toronto also has steamship connections with other river and lake ports.

Manufacturing and Commercial Interests.—The manufacturing industries of the city are extensive, the principal productions being manufactured iron, machinery, car wheels, railway cars, sewing machines, carriages and wagons, cabinet work, sashes, doors, boots and shoes, leather, soap, spices, packed pork, agricultural implements, etc.

	1880.	1890.	1896.
Population	75,110	160,141	176,858a
Area, in square miles	5.4	10.5	10.5
Population per square mile	13,909	15,248	16,600
Assessed Valuation.			
Real estate, cash value...$	42,300,933	122,651,244	129,602,221
Personal property.....$	8,232,337	14,579,534	12,861,919
Total.....$	50,533,270	137,230,778	142,464,140
" per cap.....$	673	857	.....
***Municipal Debt,** net.....$	5,988,781	12,769,508	17,174,885
" " per cap...$	80	80	.....
Tax Rate, per $1,000.....$	17.00	14.50	16.25
Banking Capital, proper..$	.....	.....	21,800,575
" " branches.$	.....	.....	25,975,000

*Including water debt, deducting sinking fund. aAssessment returns. Present population estimated to be over 200,000.

STREET RAILWAY SYSTEM—Descriptive.

Toronto has been characterized by a rapid but healthy growth in population and resources, its geographical position and its location on the great lakes giving it the command of the trade of western Canada. In 1890 the street railway was taken over by the city under appraisement, and then leased to a syndicate of capitalists from the United States and Canada. The total mileage, including suburban lines, is about 106 miles, and in 1894 the entire system was equipped with electricity.

STREET RAILWAY SYSTEM—Present Companies.

Toronto Railway Co.—Chartered June, 1892, for 30 years. This company operates the Toronto & Scarboro Elec. Ry., Light & Power Co., and the Toronto & Mimico Ry. & Light Co.

Capital Stock, authorized and issued, $6,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c., gold coupon bonds, authorized, $35,000 per mile of single track, issued, $2,800,000, in treasury, $450,000; dated Sept. 1, 1891, due 1921; denom. $1,000 and £100; int. payable Mar. and Sept., at office of company; trustees of mortgage, Geo. A. Cox, of Toronto, and R. B. Angus, of Montreal.

Note.—$600,000 of the first mortgage bonds issued are held in escrow to retire at maturity an equal amount of the bonds of the company's predecessor, dated 1881, due in 1901, int. 6 p. c. These original bonds are not a lien upon the new construction or equipment of the new company. The company agrees to retire 5 p. c. of the outstanding bonds in 1911 and annually thereafter until maturity.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$820,098	$900,233	$958,371	$992,801	$997,273
Op. expenses and taxes.	590,333	537,597	517,708	489,915	507,760
Earnings from oper'n...	229,765	362,635	440,663	502,886	489,513
Deductions from earn's.		149,775	189,968	201,576	
Net income		212,860	250,695	301,310	282,026
Dividends and paving..				270,000	270,000
To surplus account....				31,310	12,026
P. c. op. exp. tot'l recpts.	71.9	59.1	54.0	49.3	50.9

Balance Sheet.—Dated Dec. 31,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment, real estate and buildings	$9,242,418	$9,531,412	$9,536,913
Accounts receivable	24,842	18,195	34,360
Stores in hand	23,512	17,422	23,405
Cash	211,347	208,482	186,237
Balance in hand	60,199		
Total	$9,562,318	$9,775,512	$9,780,915
LIABILITIES.			
Capital stock	$6,000,000	$6,000,000	$6,000,000
Bonds	2,800,000	2,799,933	2,799,933
Loans on bonds in treasury		100,000	100,000
Accounts payable	107,855	50,764	60,885
Unredeemed tickets	16,153	10,086	10,577
Uniforms	573	1,190	514
Injuries and damage (insur. fund).	7,974	1,072	4,513
Interests on accounts receivable...	4,608		
Interest on bonds		51,000	51,000
Dividend payable		105,000	105,000
Profit and loss (surplus)	625,156	656,466	648,493
Total	$9,562,318	$9,775,512	$9,780,915

The following table shows the development of the system since 1880.

Year.	Miles track.	Passengers carried.	Rides per capita.
1880	19.03	2,869,664	37
1881	22.73	3,325,428	38
1882	26.34	4,644,264	51
1883	30.53	5,142,516	50
1884	33.20	6,131,440	56
1885	37.67	7,386,208	64
1886	44.66	8,636,472	70
1887	48.12	10,545,112	81
1888	54.71	12,368,700	86
1889	62.76	14,414,960	87
1890	65.35	16,310,444	94
1891	68.72	16,418,483	88
1892	70.00	19,143,839	101
1893		21,215,010	
1894	76.73	22,609,338	
1895	80.45	23,353,228	132
1896	84.00	23,537,911	

Plant and Equipment.—Miles of track (electric), 84; gauge, 4 ft. 10¾ in.; 70 lb. girder rail; 300 cars, of which 150 are motor cars and 150 trail cars; 5,800 H. P. station plant; A. & S. and Corliss engines, Gen. Elec. dynamos and motors, own cars.

Officers.—Pres. Wm. MacKenzie, V. Pres. Jas. Ross, Sec. & Treas. J. C. Grace, Gen. Man. F. L. Wanklyn.

Directors.—Wm. MacKenzie, James Ross, James Gunn, Geo. A. Cox, W. D. Matthews, C. E. L. Porteous, F. L. Wanklyn.

General Office, Canada Life Insurance Bldg., 46 King St. West.

References.—Description of road, Vol. VIII, Dec., '92, p. 737; Vol. IX, Sept., '93, p. 569 (ill.); increase of bonds, Vol. IX, Mar., '93, p. 197; operating detail, transfers, Vol. IX, Dec., '93, p. 828 (ill.); report, Vol. IX, Jan., '93, p. 68; tax report, Vol. IX, Feb., '93, p. 129; annual report, Vol. X, Feb., '94, p. 146; for '92, '93, '94, Vol. XI, Feb., '95, p. 120; description of road, Vol. XI, Souv. '95, p. 25 (ill.); financial standing (brief), Vol. XII, Oct. '96, p. 608.

Date of information, May, 1897. d z

Toronto & Scarboro Electric Railway, Light & Power Co.—This road is operated by the Toronto Ry. Co.

Capital Stock, authorized, $400,000, issued, $50,000.

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 4 ft. 10¾ in.; 56 lb. T rail; 5 cars, of which 3 are motor cars and 2 trail cars; Gen. Elec. and West. dynamos and motors, Patterson & Corbin cars; rent power.

Officers.—Pres. Wm. MacKenzie, Sec. Jas. Gunn.

Reference.—Increase of bonds, Vol. IX, Aug., '93, p. 557.

Date of information, May, 1897. z

Toronto & Mimico Railway & Light Co.—The property of this company is operated by the Toronto Ry. Co.

Capital Stock, authorized, $100,000, issued, $50,000.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 10¾ in.; 60 lb. T rail; 8 motor cars; Gen, Elec. dynamos and motors; rent power.

Officers.—Pres. Wm. MacKenzie, Sec. & Treas. Nicol Kingsmill.

Date of information, May, 1897. z

Metropolitan Street Railway Co.

Capital Stock, authorized, $250,000, issued, $150,000.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 10¾ in.; 56 lb. T rail; 5 motor cars; Goldie & McCulloch engines, Gen. Elec. dynamos and motors, Jones and St. James cars.

Officers.—Pres. C. D. Warren, Sec. & Treas. R. Jenkins, Gen. Man. & Pur. Agt. J. W. Moyes.

Post Office Address, Deer Park P. O., Ontario.

Date of information, Jan., 1895.

Toronto Suburban Street Railway Co., Ltd.—Chartered Feb., 1894. Annual meeting Sept. This is a consolidation of the Davenport Street Ry. Co. and the City & Suburban Electric Ry. Co. Municipal franchises granted in 1891 expire in 1911.

Capital Stock, authorized, $250.000, issued, $160,000.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 10¾ in.; 73 lb. and 56 lb. T and girder rail; 5 motor cars, 1 electric snow sweeper; Ball engines, Gen. Elec. and West. dynamos and motors.

Officers.—Pres. R. Wilson Smith, V. Pres. A. W. Atwater, Sec. Treas. Gen. Man. Supt. & Ch. Engr. R. H. Fraser, Elecn. R. MacMaugh.

Directors.—R. Wilson Smith, A. W. Atwater, Chas. Morton, Jno. Torrance, of Montreal, Henry W. Darling of Schenectady, N. Y.

General Office, Toronto Junction, Ont.

Date of information, Mar., 1895.

TRENTON, N. J.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Trenton, the capital of New Jersey and of the County of Mercer, is situated in the western part of the State on the Delaware River, at the head of tide water and navigation.

Population.—The population in 1880 was 29,910, and in 1890, 57,458, an increase of 92 per cent. Local estimates place the present population (1894) at 68,000.

Railroad and Water Connections.—The Pennsylvania R. R. and the Philadelphia & Reading R. R. enter the city. There are daily steamboats to Philadelphia, and the Delaware & Raritan Canal gives a water outlet to New York.

Manufacturing and Commercial Interests.—A capital of about $15,000,000 is employed in the various manufacturing industries of the city, the principal productions being clay and pottery products, foundry and machine shop products, rubber hose and belting, woollen goods, printing and publishing, flouring and grist mill products, lamps and reflectors, china decorating, carriages and wagons and confectionery. Trenton stands at the head of the manufacturing of crockery and pottery in the United States. Its other manufactures are highly developed. About 12,300 hands are employed in these industries, receiving in wages about $6,500,000 per annum, and the value of the manufactured product is about $19,600,000 per annum.

Banking Capital.—There are now (1897) 3 national banks with a combined capital and surplus of $1,800,000; 1 state bank, with a capital and surplus of $700,000; 1 trust company, with capital and surplus of $101,500, and 1 private bank. The total banking capital is $2,601,500.

Assessed Valuation.—The assessed valuation of real estate is (1896) $23,646,407, the property being assessed at about 50 per cent. of its real value. The assessed value of the personal property is $6,500,000. The total valuation of real and personal property is $28,696,715.

Municipal Debt.—The municipal debt of the city less sinking funds is (1896) $1,312,676.

Tax Rate.—The tax rate is (1896) $21.50 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Trenton Traction Co.—Chartered Dec. 29, 1894, to control and operate, under lease, the Trenton Passenger Ry. Co. Certain minority stockholders of the latter company have so far succeeded in preventing a full consolidation, but control of the Trenton Passenger Ry. Co. is now held by the company.

Capital Stock, $500,000; par value, $100 per share.

Reference.—Description of road, Vol. VIII, Sept., '92, p. 534 (ill.).

Date of information, May, 1897. a z

Please note date of information at end of each report.

Trenton Passenger Railway Co.—Chartered 1891. This is a consolidation, on Sept. 30, 1891, of the Trenton Horse R. R. Co., the City Ry. Co., the South Clinton Avenue & Broad Street Ry. Co. and the Hamilton Township Street Ry. Co.

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share. A controlling interest in the stock is owned by the Trenton Traction Co., to which the company will be, in the near future, leased for the purpose of operation.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated 1891, due 1931; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co. of New York, trustee of mortgage.

Floating Debt, $182,750.

Note.—By the provisions of the mortgage deed, $10,000 is to be passed to a sinking fund in 1906 and annually thereafter until 1916; $15,000 in 1916 and annually thereafter until 1926; and $20,000 per annum thereafter until 1931, the date of maturity.

Operation.—Year ending Dec. 31,

	1892.	1893.	1894.	1895.	1896.
Gross receipts.....	$175,792	$183,115	$198,681	$222,761	$228,356
Op. ex. and fix'd char's.	185,282	208,587	197,552	220,990	226,284
Net income.....	*9,490	*25,472	1,129	1,771	2,072

*Deficit.

Plant and Equipment.—Miles of track (electric), 37; gauge, 5 ft. 2½ in.; 78 lb. to 90 lb. girder rail; 71 cars, of which 51 are motor cars and 20 trail cars; Watts-Campbell engines, Short and Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

Officers.—Pres. & Gen. Man. Henry C. Moore, V. Pres. Thos. C. Barr, Sec. & Treas. John L. Kuser, Supt. P. E. Hurley, Ch. Engr. J. Hyde.

Directors.—Henry C. Moore, E. J. Moore, A. R. Kuser, F. W. Roebling, John L. Blackwell, John L. Kuser, Thos. C. Barr.

General Office, Greenwood and S. Clinton Ave.

References.—Power station records, Vol. XII, Apr., '96, p. 234; Vol. XIII, Mar., '97, p. 155.

Date of information, May, 1897. a z

TROY, N. Y.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Troy is situated in eastern New York, on the Hudson River. It is the capital of Rensselaer County.

Population.—The population in 1880 was 56,747, and in 1890, 60,956, an increase of 7 per cent., in 1897 (local estimates), 67,000.

Railroad and Steamship Connections.—The Delaware & Hudson Canal Co. R. R., Fitchburg R. R., New York Central & Hudson River R. R. enter the city, and steamboats operate daily to New York.

Manufacturing and Commercial Interests.—A capital of about $24,000,000 is employed in the various manufacturing industries of the city, the principal productions being pig and manufactured iron, bessemer steel, stoves, boilers, bells, steam engines, nails, horse shoes, malt and distilled liquors, flour, carriages, shirts and collars and paper. About 25,000 hands are employed in the manufacturing industries, receiving in wages about $9,500,000 per annum, and the value of the product is about $29,200,000 per annum.

Banking Capital.—There are now (1897) 8 national banks with a combined capital and surplus of $3,356,189; and 2 private banks. The total banking capital is $3,356,189.

Assessed Valuation.—The assessed valuation of real estate is (1896) $42,535,685. The assessed valuation of the personal property is $5,133,025. The total valuation of real and personal property is $47,688,710.

Municipal Debt.—The municipal debt of the city less sinking funds is (1897) $1,121,880.

Tax Rate.—The tax rate is (1896) $19.27 per $1,000.

STREET RAILWAY SYSTEM—Descriptive.

Troy stands at the head of navigation on the Hudson. The manufactures of the city are extensive, and it is especially noted for the making of collars and shirts, forty establishments being devoted to this industry. The business section is along the water front, and the main business thoroughfare, River Street, is parallel to the Hudson. One company controls the street railway system, embracing 31 miles. The local system is supplemented by important and profitable suburban lines, connecting the outlying manufacturing towns of Waterford, Cohoes and Lansingburgh.

STREET RAILWAY SYSTEM—Present Companies.

Troy City Railway Co.—Chartered Jan. 31, 1866. Annual meeting second Tuesday in Jan. The name of this company was originally "Troy & Albia Horse R. R. Co.," but was changed to its present form on July 27, 1891. The company has purchased the property and franchises of the Troy & Lansingburgh R. R., and also operates under lease (to the T. & L. R. R. Co.) the Lansingburgh & Cohoes R. R. Co., the Troy & Cohoes R. R. Co. and the Waterford & Cohoes R. R. Co.

Capital Stock, authorized and issued $2,000,000; par value, $100 per share.

Funded Debt.—Troy & Lansingburg R. R. Co.'s consolidated mortgage 5 p. c. bonds, $37,000; dated Apr. 1, 1888, due 1998; int. payable Apr. and Oct., at office of Mutual National Bank, of Troy, trustee of mortgage.

Troy & Lansingburg R. R. Co.'s first mortgage 5 p. c. bonds, $42,000; due Apr. 1, 1903; int. payable Apr. and Oct.

First consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,912,000, in escrow (see Note), $88,000; coupon, but may be registered; dated Oct. 1, 1892, due 1942; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

Note.—$88,000 of the consolidated mortgage bonds are held in escrow to retire the two prior liens above described. In Jan., 1897, the company paid the Troy & Albia Horse R. R. Co.'s consolidated mortgage 7 p. c. bonds, $34,000, which became due on Jan. 1, 1897, issuing therefor an equal amount of its own first consolidated mortgage bonds, which had been held in escrow for that purpose.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from pass..	$419,415	$478,393	$419,427	$451,058	$515,776
" other.....	2,687	2,933	5,987	4,933	4,395
" total.....	422,102	481,326	425,414	455,991	520,171
Operating exp....	223,579	228,584	206,466	229,566	263,644
Earn'gs from op'n.	198,523	252,742	218,949	226,425	256,527
Deduc. fr'm e'rn'gs.					
Int. on bonds...	19,603	63,706	101,355	101,774	116,354
Taxes.....	9,624	9,683	10,891	11,408	12,770
Rentals.....	6,350	6,375	6,350	6,350	6,300
Other deductions..	729				
Net income.....	162,216	172,978	100,354	106,893	121,103
Dividends paid...	60,000	40,000	100,000	105,000	100,000
To surplus acct...	222,216	132,978	354	1,893	21,103
Total surplus acct.	289,930	157,610	135,677	134,420	123,757
P. c. op. exp. to total receipts....	53.1	47.6	48.5	50.4	50.82

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses.....	$ 41,266	$ 48,071
Transportation expenses.....	158,109	168,951
Maintenance of way and buildings.....	14,956	18,229
" " equipment.....	15,235	28,393
Total.....	$229,566	$263,644

LATER EARNINGS.

Six months ending Dec. 31,	1893.	1894.	1895.	1896.
Receipts from passengers...	$224,617	$231,250	$264,513	$257,329
" other sources.....	2,398	1,085	2,320	2,799
" total.....	227,015	232,335	266,833	260,128
Operating expenses.....	108,414	114,356	127,566	134,884
Earnings from operation....	118,601	117,979	139,267	125,244
Deductions from earnings.				
Interest on bonds.....	50,209	51,672	57,607	60,765
Taxes.....	5,150	5,565	6,214	6,224
Rentals.....	3,150	3,150	3,156	3,150
Net income.....	60,092	57,592	72,296	55,105

Dividends.—In 1894, 5 p. c.; in 1895, 5¼ p. c.; in 1896, 5 p. c.

Balance Sheet.—Dated

	June 30, 1894.	June 30, 1895.	June 30, 1896.	Dec. 31, 1895.	Dec. 31, 1896.
ASSETS.					
Cost of road and equipment....	$	$	$	$2,073,962	$1,517,985
Cost of road ...	635,751	547,346	677,342		
" equip...	511,513	694,369	751,044		
Cash and cur'nt assets	18,498	46,004	34,997	23,779	18,907
Other perman't. investments..	2,987,472	2,986,372	3,006,439	2,986,439	2,986,439
Supplies	37,072	53,241	64,205	59,864	66,109
Other assets....				11,955	14,195
Dividend acc't..					50,000
Total.....	$4,190,306	$4,327,332	$4,534,027	$5,156,001	$4,653,635
LIABILITIES.					
Capital stock...	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt....	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Bills payable...	29,650	166,000	380,300	206,000	446,991
Other liabilities	24,979	25,019	29,970	791,954	27,782
Profit and loss (surplus).....	135,677	136,313	123,757	158,047	178,862
Total.....	$4,190,306	$4,327,332	$4,534,027	$5,156,001	$4,653,635

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 93 lb. side-bearing girder rail; 180 cars, of which 28 are horse cars and 152 motor cars; Greene-Corliss and Knowlson & Kelley engines, West. and Gen. Elec. dynamos and motors, Jones cars.

Officers.—Pres. & Gen. Man. Charles Cleminshaw, 1st V. Pres. A. N. Brady, 2d V. Pres. F. N. Mann, Jr., Sec. & Treas. J. J. Hagen, Supt. C. H. Smith.

Directors.—William Shaw, James O'Neil, Peter McCarthy, Edward Murphy, Jr., Thomas Breslin, O. G. Clark, F. N. Mann, Jr., William Kemp, Chas. Cleminshaw, D. J. Whelan, C. N. Flack, A. N. Brady, E. L. Fursman.

General Office, 361 River St.

Date of information, Feb., 1897. a b

Troy & Lansingburgh Railroad Co.—Chartered Feb. 11, 1862.

Leased to Troy City Ry. Co. on Nov. 7, 1892.

Capital Stock, $700,000, owned by Troy City Ry. Co.

Funded Debt, outstanding, $100,000; assumed by Troy City Ry. Co.

Reference.—Description of road, Vol. VIII, Jan., '92. p. 46.

Date of information Feb., 1897. a b

Lansingburgh & Cohoes Railroad Co.—Chartered Mar. 8, 1880.

Leased to Troy & Lansingburgh R. R. Co. for 7 p. c. on capital stock ($1,050 per annum); now operated by Troy & Lansingburgh R. R. Co.

Capital Stock, $15,000; par value, $50.

Officers.—Pres. Thos. Breslin, V. Pres. Wm. Kemp, Sec. & Treas. J. J. Hogen.

Date of information, Feb., 1897. a b

Troy & Cohoes Railroad Co.—Chartered Feb. 11, 1862.

Leased to Troy & Lansingburgh R. R. Co. on Oct. 28, 1867, for 7 p. c. on capital stock ($3,500 per annum); now operated by Troy City Ry. Co., lessee of Troy & Lansingburgh R. R. Co.

Capital Stock, $50,000; par value, $50 per share. Dividends, 7 p. c.

Officers.—Pres. J. A. Eddy, V. Pres. Wm. Kemp, Sec. & Treas. J. J. Hagen.

Date of information Feb., 1897. a

Waterford & Cohoes Railroad Co.

Leased to Troy & Lansingburgh R. R. Co. for 7 p. c. on capital stock ($1,750) per annum; now operated by Troy City Ry. Co.

Capital Stock, $25,000.

Officers.—Pres. Thos. Breslin, V. Pres. Thos. A. Knickerbocker, Sec. & Treas. J. J. Hogen.

Date of information, Feb., 1897. a b

Troy & New England Railroad Co.—Chartered Dec. 27, 1889. Annual meeting second Thursday in Jan. Operation was commenced in Oct., 1895.

Capital Stock, authorized, $350,000, issued, $180,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $160,000; dated Aug. 1, 1895, due 1945; denom. $500; int. payable Feb. and Aug., at office of Mutual National Bank, of Troy, N. Y.

Debenture 6 p. c. bonds, authorized, $24,000, issued, $15,400; dated June 1, 1896, due 1898; int. payable June and Dec., at office of Mutual National Bank, of Troy, N. Y.

Operation.—Year ending Dec. 31, 1896.

Receipts from passengers	$32,256
" other sources	1,985
" total	34,241
Operating expenses	21,927
Earnings from operation	12,314
Deductions from earnings.	
Interest on bonds	8,000
" " floating debt	306
Taxes	365
Rentals	300
Net income	3,343
Total surplus account	4,671

Balance Sheet.—Dated Dec. 31, 1896.

Assets.		Liabilities.	
Cost of road and equip..	$367,441	Capital stock	$180,000
Cash	526	Funded debt	175,400
		Bills and accts payable	7,896
		Profit and loss (surplus)	4,671
Total	$367,967	Total	$367,967

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 65 lb. T rail; 22 cars, of which 10 are motor cars, 6 are trail cars and 6 freight cars; West., Church, Kerr & Co.'s engines, West., dynamos and motors, American and Jackson & Sharp cars, Diamond trucks.

Officers —Pres. W. A. Thompson, V. Pres. Peter McCarthy, Sec. & Treas. Rice C. Bull, Gen. Man. C. H. Smith.

Directors.—W. A. Thompson, G. T. Lane, Edw. F. Murray, Wm. Kemp, Jas. O'Neil, Peter McCarthy, Thos. Breslin, Chas. Cleminshaw, Wm. Shaw, Chas. H. Smith, Jas. K. Averill, R. C. Bull, Samuel Bolton, Jr.

Date of information, May, 1897. a z

TUSCALOOSA, ALA.

Population in 1880, 2,418, in 1890, 4,215.

Tuscaloosa Street Railway Co.—This company has been dissolved and the tracks have been taken up.

Date of information, Apr., 1897. a

Tuscaloosa Belt Railway Co.—Chartered in 1890.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—5 p. c. gold bonds, $100,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 5.3; gauge, 4 ft. 8½ in.; 35 lb. T rail; 8 cars, 2 engines.

OFFICERS.—Pres. W. C. Jemison, Sec. & Treas. J. L. Wallace, Gen. Man. J. W. Woolfolk, Supt. J. T. Cochrane.

DIRECTORS.—W. C. Jemison, Geo. A. Searcy, W. G. Cochrane, T. B. Allen, J. L. Wallace, J. T. Cochrane.

GENERAL OFFICE, Tuscaloosa. Gen. Man.'s office, 15 Wall St. New York City.

Date of information, May, 1896.

TYLER, TEX.

Population in 1880, 2,423, in 1890, 6,908.

Tyler Street Railway Co.

CAPITAL STOCK, $12,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3, of road, 3; gauge, 4 ft. 8½ in.; 20 lb. and 40 lb. T and flat rail; 9 horses, 4 horse cars.

OFFICERS.—Pres. Sec. Treas. Gen. Man. & Supt. W. C. Scott, V. Pres. J. P. Douglas.

Date of information, Oct., 1894.

UNION, ORE.

Population in 1880, 416, in 1890, 604, in 1897, 1,050.

Union Street & Suburban Railway.—Chartered Dec. 22, 1894, to purchase the road, buy rolling stock, right of way, supplies, etc., and all the appurtenances of the railroad heretofore owned by the Union Ry.

CAPITAL STOCK, $20,000; par value, $100 per share.

INCORPORATORS.—J. H. Hutchison, W. R. Hutchison, Jas. Raymond (Union, Ore.).

Date of information, May, 1897. z

UNIONTOWN, PA.

Population in 1880, 3,265, in 1890, 6,358.

Uniontown Street Railway Co.—Chartered Aug. 29, 1890. Annual meeting second Monday in Jan. In Apr., 1897, this property was placed in the hands of the sheriff, as the result of the suit of Walter G. Freeman, of Cadiz, O., who holds a claim for $5,000.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $50,000; dated June 1, 1892, due 1907, but payable at the option of the company after five years; denom. $1,000; int. payable at office of National Bank, of Fayette Co., Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$9,927	$16,117	$10,686	$8,667	$10,225
Operating expenses	6,550	9,774	8,317	6,628	7,394
Earnings from operation	3,377	6,343	2,369	2,039	2,831

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30, 1894. 1895. 1896.

ASSETS.

Cost of road	$ 38,000	$ 38,000	$ 38,000
" equipment	60,000	60,000	60,000
Supplies	2,500	2,000	567
Profit and loss (deficit)	2,500	1,380	1,433
Total	$103,000	$101,380	$100,000

LIABILITIES.

Capital stock	$ 50,000	$ 50,000	$ 50,000
Funded debt	17,000	27,000	50,000
Bills payable	36,000	24,380	
Total	$103,000	$101,380	$100,000

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 5 ft. 2½ in.; 68 lb. girder and T rail; 6 cars, of which 5 are motor cars and 1 trail car; Buckeye engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS—Pres. A. D. Boyd, Sec. Robt. E. Umbel, Treas. M. H. Bowman, Gen. Man. Pur. Agt. & Supt. R. Porter Craig, Elecn. Geo. P. Barclay, Ch. Engr. of Power Station Thos. Cooper.

DIRECTORS.—S. E. Ewing, A. D. Boyd, Geo. A. McCormick, R. P. Craig, J. K. Ewing, Jr.

Date of information, Apr., 1897. b d y

UTICA, N. Y.

Location.—Utica is situated in central New York, on the Mohawk River.

Population.—The population in 1880 was 33,914, and in 1890, 44,007, an increase of 30 per cent.; in 1897 (local estimates), 55,621.

Railroad and Water Connections.—The Delaware, Lackawanna & Western R. R., New York Central & Hudson River R. R., New York, Ontario & Western R. R., Rome, Watertown & Ogdensburg R. R., West Shore R. R., Utica & Black River R. R., Adirondack & St. Lawrence R. R. enter the city, and it has a water route to the Great Lakes and New York City by the Erie Canal.

Manufacturing and Commercial Interests.—A capital of about $12,257,855 is employed in the manufacturing industries of the city, the principal productions being clothing, cotton goods, woolen goods, hosiery and knit goods, foundry and machine shop products, furnaces, malt liquors, tobacco, printing and publishing and steam fitting and heating apparatus. Utica is in the center of a very extensive cheese making region, and has a large trade in that article. About 11,400 hands are employed in these industries, receiving in wages about $3,500,000 per annum, and the value of the manufactured product is $13,200,000 per annum.

Banking Capital.—There are now (1897) 4 national banks with a combined capital and surplus of about $2,700,000; 2 state banks, with capital and surplus of about $621,000; and 1 savings bank, with surplus of about $1,100,000. The total banking capital is approximately $4,421,000.

Assessed Valuation.—The assessed valuation of real estate is (1896) $16,437,262, the property being assessed at about 70 per cent of its real value. The assessed valuation of the personal property is $2,613,826. The total valuation of real and personal property is $19,051,088.

Municipal Debt.—The municipal debt of the city is (1897) $486,237.

Tax Rate —The tax rate is (1896) $22.02 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Utica Belt Line Street Railroad Co.—Chartered June 18, 1886. This company leases and operates the horse railway portion of the Utica, Clinton & Binghamton R. R. at a rental of $15,000 per annum, the lease being dated Dec., 1886, for 99 years.

Capital Stock.—Common stock, authorized and issued, $150,000; par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $150,000, issued, $133,913; par value, $100 per share. No dividends can be paid on the common stock until 6 p. c. is earned and paid on the preferred stock.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $500,000; dated Nov. 1, 1889, due 1939; denom. $1,000; int. payable May and Nov., at office of New York Security & Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p. c. coupon bonds, issued, $200,000, sold $141,000; dated Jan. 1, 1891, due 1931; denom, $500; int. payable Jan. and July, at office of New York Security & Trust Co., of New York, trustee of mortgage.

Note.—First mortgage bonds bear interest from May 1, 1894, to 1896 at 4 p. c., and thereafter at 5 p. c.; second mortgage bonds bear interest from July 1, 1894 to 1898, at 4 p. c., and thereafter at 5 p. c.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Gross receipts	$145,481	$149,105	$160,284	$170,256
Operating expenses	88,210	90,754	105,296	103,488
Earnings from operation	57,271	58,351	54,988	66,768
Deductions from earnings.				
Interest		12,820	25,640	28,140
Taxes	2,398	2,024	2,526	3,319
Rentals	16,625	15,000	16,625	15,000
Net income	*38,247	25,508	10,197	20,308
P. c. op. exp. to total receipts.	60.6	60.9	65.7	60.6

* Applicable to interest on funded debt.

Balance Sheet.—Dated Dec., 31, 1894. 1895. 1896.

ASSETS.

Cost of road and equipment	$851,884	$928,073	$950,761
Cash and current assets	80,720	1,853	121
Supplies on hand	7,416	9,015	7,838
Total	$940,020	$938,942	$958,720

LIABILITIES.

Capital stock	$283,913	$283,913	$283,913
Funded debt	641,000	641,000	641,000
Other liabilities	6,799	4,876	6,065
Profit and loss (surplus)	8,309	9,152	27,742
Total	$940,020	$938,942	$958,720

Plant and Equipment.—Miles of track (electric), 23; owned, 8, leased, 15; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 73 cars, of which 54 are motor cars and 19 other cars; Gen. Elec. dynamos and motors.

Officers.—Pres. John W. Boyle, V. Pres. James T. Gardiner, Sec. Edw. Bushinger, Treas. Chas. W. Mather, Supt. Robt. G. Young.

Directors.—John W. Boyle, Chas. W. Mather, Edw. Bushinger, Wm. B. Putney, James T. Gardiner, C. Weiderfelt, Robt. G. Young.

References.—Description of road, Vol. VI, July, '90, p. 320 (ill.); new car (brief), Vol. XII, July, '96, p. 411.

Date of information, May, 1897. a b z

Utica & Mohawk Railroad Co.—Chartered Jan. 4, 1874. Annual meeting third Wednesday in Jan.

Capital Stock, authorized, $250,000, issued, $52,100; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated July 1, 1890, due 1910; denom. $1,000; int. payable Jan. and July, at Oneida National Bank, of Utica; trustees of mortgage, R. S. Williams, F. G. Wood and G. L. Bradford, of Utica, N. Y.

Second mortgage 6 p. c. bonds, authorized, $35,000, issued, $15,000; dated Jan. 1, 1896, due 1910-1912; int. payable May and Nov.

Operation.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Receipts from pass.	$25,296	$30,782	$25,756	$25,879	$28,047
" other sources.	284	92	3,542	2,490	958
" total	25,580	30,874	29,298	28,369	29,005
Operating expenses	19,472	*24,686	21,317	21,459	24,174
Earnings from operation.	6,108	6,188	7,981	6,910	4,831
Deduc. from earnings.					
Interest	4,755	5,625	5,789	6,237	6,284
Taxes	442	568	568	498	689
Commissions	117				90
Net income	793	†5	1,624	174	†2,232
Dividends paid		3,000			
Other expenditures		1,977			
To surplus account	793	†4,982	1,624	174	†2,232
Total surplus account	1,076	†3,906	†2,282	†2,198	†4,430

*In the year 1893 $2,577 was paid for accident claims which occurred several years previous. † Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 3,816	$4,869
Transportation expenses	14,124	14,372
Maintenance of way and building	746	1,107
" " equipment	2,773	3,826
Total	$21,459	$24,174

Balance Sheet.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$ 75,773	$ 75,802	$ 75,802
" equipment	40,601	40,547	40,797
Cash	640	546	772
Other assets	47,468	49,432	50,412
Profit and loss (deficit)	2,282	2,198	4,430
Total	$166,764	$168,525	$172,213
LIABILITIES.			
Capital stock	$ 52,100	$ 52,100	$ 52,100
Funded debt	75,000	75,000	90,000
Bills payable	35,773	36,661	25,600
Accrued interest	1,875	2,450	2,025
Open accounts	2,016	2,314	2,488
Total	$166,764	$168,525	$172,213

Plant and Equipment.—Miles of track (electric), 3.08; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T rail; 14 cars, of which 8 are motor cars and 6 trail cars; Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. & Gen. Man. James F. Mann, V. Pres. R. W. Sherman, Sec. Wm. E. Lewis, Treas. Geo. D. Dimon, Supt. F. L. Everts.

Directors.—James F. Mann, R. W. Sherman, Wm. E. Lewis, Geo. D. Dimon, Wm. M. White, Thos. R. Proctor, P. C. J. DeAngelis, Wm. T. Baker, R. G. Hoerlein, Myron W. Van Auken, Wm. L. Watson, Fred. M. Calder, H. W. Miller.

General Office, Mann Building.

Date of information, Nov., 1896. b d

Oneida Street Railroad Co.—Chartered Jan. 12, 1887. Annual meeting Jan. 12. This road has not been in operation for more than two years, the track having been torn up on account of the paving of the street. The company has commenced suits against the city and the paving company for damages, and it is understood that as soon as the suits are settled the company will be reorganized and the road rebuilt.

For information concerning the road, address I. J. Griffith, Utica, N. Y.

Capital Stock, authorized and issued, $40,000; par value, $100 per share.

Date of information, May, 1897. a z

VANCOUVER, B. C.

Population, about 14,000.

Consolidated Railway & Light Co.—This is the successor to the Vancouver Electric Ry. & Light Co. (Ltd.). Extensive improvements are about to be made in this property.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 cars, of which 9 are motor cars and 1 trail car; Gen. Elec. and West. dynamos and motors.

OFFICER.—Supt. W. C. Cheney.

Date of information, May, 1896.

VENICE, ILL.

Population in 1880, 612, in 1890, 932, in 1896, 1,651.

Venice, Madison & Granite City Railway Co.—Chartered and municipal franchise granted in 1895 for 20 years. Annual meeting Apr. 30.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $60,000, issued, $47,000, in treasury, $13,000; dated May 1, 1895, due 1915; coupon, but may be registered; denom. $500; int. payable May and Nov., at the office of Mississippi Valley Trust Co., trustee of mortgage.

Treasury bonds may be issued for betterments and extensions. The first mortgage bonds may be called for payment at one month's notice at 104 and accrued interest after five years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.2; gauge, 4 ft. 10 in.; 48 lb. and 60 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; 110 H. P. station plant, Ideal engines, Gen. Elec. dynamos, Walker motors, St. Louis cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. Fred. E. Allen, V. Pres. C. H. Sharman, Sec. E. J. Spencer, Treas. R. E. Perry, Supt. E. W. Link.

DIRECTORS.—C. H. Sharman, Fred. E. Allen, E. J. Spencer, A. C. Orrick, D. R. Francis.

GENERAL OFFICE, Venice, Ill.; President's and Secretary's office, Security Bldg., St. Louis, Mo.

Date of information, May, 1897. a z

VERNON, IND.

Population in 1880, 616, in 1890, 613.

North Vernon & Vernon Street Railroad Co.

CAPITAL STOCK, $15,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 5 ft. 2 in.; 38 lb. girder rail; 7 horses, 3 horse cars; Laclede cars.

OFFICERS.—Pres. & Gen. Man. S. H. Grinstead, V. Pres. Cyrus Amick, Sec. & Pur. Agt. E. L. Wagner, Treas. J. C. Cope.

Date of information, May, 1897. a d z

VICTORIA, B. C.

Present population (census), 20,000.

Consolidated Railway Co.—Chartered May, 1896. This is the successor to the Victoria Electric Ry. & Lighting Co., Ltd., which was sold under foreclosure of mortgage on Apr. 11, 1896, to parties representing the debenture bondholders.

The old securities are given below. No statement can yet be made regarding the new securities.

CAPITAL STOCK.—Common stock, authorized, $900,000, issued $220,000, in treasury, $680,000; par value, $10 per share.

8 p. c. cumulative preferred stock, authorized and issued, $100,000; par value, $10 per share. The preferred stock is to have first preference in any distribution of assets, and will participate with ordinary stock in all dividends exceeding 8 p. c. The stock is issued as fully paid up on payment of $8 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, £100,000, issued, £75,000, in treasury, £25,000; coupon, but may be registered; dated Sept. 8, 1894, due (see Note) Jan. 1, 1932; denom., £40; int. payable in Feb. and Aug., at office of Sperling & Co., London, Eng.; trustees of mortgage, the Earl of Norbury, Wm. Fuller Maitland, Esq., and John Howe Payne, Esq.

NOTE.—By the provisions of the mortgage, £1,000 per annum are to be drawn from 1894 to 1903, inclusive; £2,000 per annum will be drawn from 1904 to 1913, inclusive; £3,000 per annum will be drawn from 1914 to 1923 inclusive; £4,000 per annum from 1923 to 1928, inclusive; £5,000 per annum from 1929 to 1932, inclusive. The bonds drawn for the sinking fund prior to 1903 will be paid at 105, and thereafter at par, on Jan. 1, at the office of Messrs. Sperling & Co., in London, Eng. The company reserves the right to pay off any or all of its outstanding debentures at 105 upon six months' notice of intention.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 40 lb. girder and T rail; 17 cars, of which 15 are motor cars and 2 trail cars; 700 H. P. engines, 360 H. P. dynamos, Gen. Elec. and West dynamos and motors.

OFFICERS.—Pres. F. S. Barnard, Man. J. B. McKilligan.

GENERAL OFFICE, Vancouver, B. C.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 52.

Date of information, June, 1896.

VINCENNES, IND.

Population in 1880, 7,680, in 1890, 9,853, in 1896 (local estimates), 12,000.

Vincennes Citizens' Street Railway Co.

CAPITAL STOCK, authorized and issued, $15,050.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $100,000, outstanding, $50,000; dated 1891, due Oct. 1, 1911; int. payable May and Nov., at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; of road, 5; gauge, 4 ft. 8½ in.; 40 lb. and 55 lb. T and girder rail; 2 horses, 16 cars, of which 6 are motor cars and 10 trail cars; West. engines, West. dynamos and motors. Brownell, Calumet and Ellis cars.

OFFICERS.—Pres. B. G. Hudnut, Sec. C. A. Gordon, Supt. T. P. Agnew.

GENERAL OFFICE, 29 Fair Ground Ave.

Date of information, May, 1897. a z

WACO, TEX.

Population in 1880, 7,295, in 1890, 14,445.

Citizens' Railway Co.—On May 7, 1895, this company bought the street railway plant of the Waco Electric Ry. & Light Co., at foreclosure sale.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $350,000; dated Oct. 1, 1890, due 1910; int. payable Apr. and Oct., at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 30 lb. 40 lb. and 45 lb. girder and T rail; 21 motor cars; Hamilton engines, Gen. Elec. and West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. H. C. Scott, Sec. T. H. Stuart, Supt. B. B. Reagan, Ch. Engr. of Power Station, Frank Wortham.

GENERAL OFFICE, 124-128 North 4th St.

Date of information, May, 1897. a z

Please note date of information at end of each report.

WAKEFIELD, MASS.

Population of Wakefield and Stoneham in 1880, 10,437, in 1890, 13,137, in 1895, 14,587.

Wakefield & Stoneham Street Railway Co.—Chartered May, 1892. Annual meeting in Oct. This road runs from Wakefield to Melrose, Stoneham, Lynn and Reading.

CAPITAL STOCK, authorized, $250,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $150,000; coupon, but may be registered; dated Mar. 1, 1895, due 1915; denom. $1,000; int. payable Mar. and Sept. at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$1,688	$15,660	$32,870	$52,548	$58,213
Operating expenses	*1,155	*13,334	*20,148	33,368	36,510
Earnings from operation	533	2,326	12,722	19,180	21,702
Deductions from earnings		471	2,418		
Interest				6,643	8,925
Taxes				1,435	2,568
Net income		1,855	10,304	11,102	10,210
Dividends paid			6,000	9,000	9,000
To surplus account		1,855	4,304	2,102	1,210
Total surplus account	533	2,388	6,691	6,193	1,878

* Including taxes.

OPERATING EXPENSES.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
General expenses	$ 1,633	$ 2,589	$ 6,195	$ 6,549
Maint. of way and buildings	786	542	1,107	3,021
" " equipment	494	1,954	3,681	3,449
Transportation expenses	10,420	13,403	22,385	23,491
Total	$13,334	$18,488	$33,368	$36,510

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1893.	1894.	1895.	1896.
Passengers carried	312,355	655,193	1,059,139	1,309,421
Car miles run	98,675	156,860	267,477	335,780
Gross receipts per car mile	$.159	$.210	$.196	$.173
Op. expenses per car mile			.125	.109

BALANCE SHEET.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$136,687	$184,246	$189,204
" equipment	41,474	62,767	67,153
Cash assets	2,686	914	276
Power station	32,980		
Power station, land and buildings	10,256	76,031	79,830
Bill and accounts receivable		208	11,698
Other assets		1,600	2,300
Total	$224,083	$325,770	$350,460
LIABILITIES.			
Capital stock	$100,000	$150,000	$150,000
Funded debt		52,000	150,000
Bills payable	117,392	117,577	48,582
Profit and loss (surplus)	6,691	6,193	1,878
Total	$224,083	$325,770	$350,460

PLANT AND EQUIPMENT.—Miles of track (electric), 16, of road, 16; gauge, 4 ft. 8½ in.; 50 lb. T rail; 20 motor cars; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. C. F. Woodward, Sec. E. M. Southworth, Treas. & Gen. Man. J. F. Shaw, Supt. Chas. F. Heath, Elecn. Walter L. Ranson.

DIRECTORS.—Chas. F. Woodward, Ezra M. Southworth, Edward P. Shaw J. F. Shaw, Daniel G. Walton, Geo. A. Butman, J. W. Grace.

GENERAL OFFICE, 53 State St., Boston, Mass.

REFERENCE.—Increase of stock, Vol. IX, Sept., '93, p. 616.

Date of information, May, 1897. a b d z

WALLA WALLA, WASH.

Population in 1880, 3,588, in 1890, 4,709.

Walla Walla Street Railway & Investment Co.

CAPITAL STOCK, authorized, $100,000, issued, $72,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft. 6 in.; 30 lb. and 35 lb. T rail; 24 horses, 6 horse cars.

OFFICERS.—Pres. W. P. Winans, V. Pres. Miles C. Moore, Sec. J. W. Langdon, Treas. Supt. & Man. J. M. Hill.

Date of information, May, 1896.

WARREN, O.

Population in 1880, 4,428, in 1890, 5,973.

Trumbull Electric Railroad Co.

CAPITAL STOCK, authorized, $150,000, issued, $129,000.

FUNDED DEBT, issued, $97,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 66 lb. and 70 lb. T and girder rail; 8 motor cars; Phœnix Iron Works engines, Gen. Elec. dynamos and motors, Brill and Ellis cars.

OFFICERS.—Pres. H. C. Christy, V. Pres. A. R. Silliman, Sec. & Treas. E. D. Kennedy, Gen. Man. Wm. Wallace, Supt. C. S. Bidwell, Pur. Agt. J. W. Packard, Ch. Engr. & Ch. Engr. of Power Station John Hayward.

DIRECTORS.—H. C. Christy, J. L. Athey, of Cleveland, O.; J. N. Butler, A. R. Silliman, J. W. Packard, Wm. Wallace, E. D. Kennedy, A. B. Camp, of Warren, O.

Date of information, May, 1897. d z

WARREN, PA.

Population in 1880, 2,810, in 1890, 4,332.

Warren Street Railway Co.—Chartered Mar. 14, 1889. This company commenced operation July 1, 1893.

CAPITAL STOCK, authorized, $25,000, issued, $12,000.

FUNDED DEBT.—$18,000.

OPERATION.—Year ending June 30,

	1894.	1895.	1896.
Total receipts	$12,081	$14,336	$19,324
Operating expenses	8,053	9,149	12,779
Earnings from operation	4,028	6,187	6,545

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$19,442	$21,502	$27,877
" equipment	6,425	11,175	15,930
Cash assets	1,015	135	449
Car house and fixtures	1,057	1,267	
Other assets	12,029	750	523
Profit and loss (deficit)		5,928	
Total	$39,968	$40,756	$44,778
LIABILITIES.			
Capital stock	$25,000	$25,000	$25,000
Funded debt			18,000
Bills and accounts payable	12,190	15,756	794
Net earnings	2,778		
Profit and loss (surplus)			984
Total	$39,968	$40,756	$44,778

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 7 cars, of which 5 are motor cars and 2 trail cars; West. dynamos and motors, New Castle and Brill cars; rent power.

OFFICERS.—Pres. Jas. Woodard, Sec. A. B. Nesmith, Treas. Gen. Man. & Pur. Agt. D. H. Siggins, Elecn. Wm. Jeffries.

DIRECTORS.—D. H. Siggins, W. R. Lavery, John Hepburn, J. Roy.

GENERAL OFFICE, 342 Water St.

Date of information, Jan., 1897. a b

WASHINGTON, D. C.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Washington is situated in the District of Columbia, on the east bank of the Potomac River. It is the capital of the United States.

Population.—The population in 1880 was 147,293, and in 1890, 188,932, an increase of 28 per cent. The population of the remainder of the District of Columbia in 1880 was 30,331, and in 1890, 41,460, an increase of 28 per cent. The total present population of the city and suburbs is approximately 280,000.

Railroad Connections.—The Baltimore & Ohio R. R., the Pennsylvania R. R., the Southern Ry. and the Chesapeake & Ohio R. R., enter Washington.

Banking Capital.—There are now (1897) 12 national banks with a combined capital and surplus of $3,962,839; 4 trust companies, with capital and surplus of $3,740,125; 1 savings bank and 9 private banks. The total banking capital is $7,702,964.

Assessed Valuation.—The assessed valuation of real estate in the District of Columbia is (1897) $180,376,908. The assessed valuation of the personal property is $9,532,851. The total valuation of real and personal property is $189,909,759.

Municipal Debt.—The total debt of the District is (1897) $17,311,490.

Tax Rate.—The tax rate is (1897) $15 per $1,000.

Please note date of information at end of each report.

STREET RAILWAY SYSTEM—Present Companies.

Anacostia & Potomac River Railway Co.—Chartered Feb. 18, 1875. Annual meeting second Monday in Jan.

Capital Stock, authorized, $400,000, issued, $100,000, paid in $50,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Oct. 1, 1891, due 1931, but redeemable at company's option after 1901; denom. $500; int. payable Apr. and Oct., at the National Capital Bank; trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized and issued, $100,000; dated 1892, due 1912, but redeemable at company's option after 1897; int. payable Jan. and July, at National Capital Bank; trustees of mortgage, American Security & Trust Co., of Washington, Chas. A. James and Chas. C. Glover.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers	$59,515	$53,667	$45,905	$45,439
" other sources	1,712	1,016	1,707	791
" total	61,227	54,683	47,612	46,230
Op. exp. (includ'g taxes and ins.).	67,143	63,008	62,888	46,259
Deficit from operation	5,916	8,325	15,279	29
Deductions from earnings.				
Interest	16,435	13,167	19,401	
Total deficit	22,351	21,492	34,677	

STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1896.

Passengers carried	1,127,568
Car miles run	536,060
Total receipts per car mile	$.086
Operating expenses per car mile	.087

Plant and Equipment.—Miles of track, owned, 13.4, leased, 1.09; operated by horses, 15.4; gauge, 4 ft. 8½ in.; 62 lb. grooved girder rail; 150 horses, 46 horse cars; Jones cars.

Officers.—Pres. Gen. Man. & Pur. Agt. H. A. Griswold, V. Pres. H. L. Welles, Sec. & Treas. J. B. Pitcher, Supt. J. D. Newton.

Directors.—James E. Halley, Thomas E. Smithson, B. F. Minor, H. L. Welles, H. A. Griswold, H. C. McCauley, Joseph C. Williams.

General Office, Anacostia, D. C.

Date of information, May, 1897. b d z

The Belt Railway Co.—This company is the successor to the Capitol, North O Street & South Washington Ry. Co. This property was placed in the hands of a receiver Sept. 20, 1896.

Capital Stock, authorized and issued $500,000, paid in, $222,972; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1888, due 1998; denom. $1,000; int. payable Mar. and Sept, at Riggs Nat'l Bank; trustee of mortgage, American Security & Trust Co., of Washington.

Consolidated mortgage 5 p. c. bonds, authorized, $500,000, issued, $440,000, in escrow (see Note), $60,000; coupon, but may be registered; dated July 1, 1891, due 1921; int. payable Jan. and July, at Riggs Nat'l Bank; trustee of mortgage, American Security & Trust Co., of Washington.

Note.—$60,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds.

The two bond issues are of the Capitol, North O Street & South Washington Ry. Co.

Operation.—Year ending Dec. 31, 1896.

Gross receipts	$ 87,634
Operating expenses	110,697
Deficit from operation	23,063
Deductions.	
Interest	31,803
Taxes	4,810
Total deficit for year	59,676

Plant and Equipment.—Miles of track (horse), 15.4; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 259 horses, 81 horse cars; Pullman cars.

Officers.—Receiver W. K. Schoepf, Accountant for Receiver Dana Stevens, Supt. R. I. Todd.

Directors.—W. K. Schoepf, W. S. Symington, Chas. B. Calvert, Robt. S. Carswell, H. K. Gray, D. M. Newbold, H. K. Willard.

General Office, 13th & D Sts., N. E.

References.—Annual report, Vol. IX, Mar., '93, p. 198; sale, Vol. IX, Mar., '93, p. 197.

Date of information, May, 1897. a z

Brightwood Railway Co.—Chartered Oct. 18, 1888.

Capital Stock, authorized, $200,000, issued, $108,500; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and $250,000; dated Oct. 1, 1892, due 1912; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

General mortgage 6 p. c. bonds, authorized and issued, $100,000; dated May 1, 1893, due 1913; int. payable May and Nov. at office of Central Trust Co. of New York, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Total receipts	$36,907	$51,041	$51,137	$53,862
Op. exp. (taxes and interest)	47,868	67,643	59,583	64,385
Deficit for year	10,961	16,602	8,446	10,523
Loss by fire			10,973	
Total deficit for year	10,961	16,602	19,419	10,523

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 50 lb. and 70 lb. T and girder rail; 24 cars, of which 14 are motor cars and 10 trail cars; Clark Bros. engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

Officers.—Pres. H. S. Cummings, V. Pres. E. O. McNair, Sec. V. B. Deyber, Treas. & Pur. Agt. C. P. Williams, Supt. Thos. O'Brien, Elecn. A. M. Hamilton, Ch. Engr. of Power Station P. A. Keyes.

Date of information, May, 1897. b z

Capital Traction Co.—Chartered in Sept., 1895, as a consolidation of the Washington & Georgetown R. R. Co. and the Rock Creek Ry. Co., of the District of Columbia. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—None.

Operation.—Year ending Dec. 31,

	1895.	1896.
Receipts from passengers	$1,045,510	$1,000,822
" other sources	18,257	33,636
" total	1,063,767	1,034,458
Operating expenses	634,013	656,254
Earnings from operation	429,754	378,204
Deductions from earnings.		
Interest	160,916	
Net income	268,838	
Dividends paid	194,577	419,873
To surp. acct.(cash and perman't improve.).	74,261	

Plant and Equipment.—Miles of track, 36; operated by cable, 21.5, by electricity, 14.5; gauge, 4 ft. 8½ in.; 50 lb. and 80 lb. rail; 450 cars, of which 25 are motor cars, 98 are grip cars and 327 trail cars; 1,600 H. P. station plant; Gen. Elec. dynamos, Gen. Elec. and West. motors, Stephenson cars, Baltimore and Peckham trucks.

Officers.—Pres. G. T. Dunlop, V. Pres. C. C. Glover, Sec. & Treas. C. M. Koones, Supt. & Ch. Engr. D. S. Carll.

Directors.—Henry Hurt, C. C. Glover, G. T. Dunlop, J. G. Parke, J. R. McLean, Wm. Manice, Edw. Stellwagen.

General Office, Central Power Station, Washington.

Reference.—Financial standing (brief), Vol. XII, Oct., '96, p. 608.

Date of information, May, 1897. b d z

Columbia Railway Co.—Chartered May 25, 1871. Annual meeting second Tuesday in Mar.

Capital Stock, authorized and issued, $400,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $500,000; dated Oct. 1, 1894, due 1906; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Nat'l Bank of the Republic; trustee of mortgage, American Security & Trust Co., of Washington.

Operation.—Year ending Feb. 29,

	1895.	1896.	1897.
Receipts from passengers	$110,299	$134,030	$148,230
" other sources	827	582	1,040
" total	111,126	134,562	149,270
Operating expenses	79,535	78,027	88,308
Earnings from operation	31,591	56,535	60,962
Deductions from earnings.			
Interest	1,569	30,458	31,084
Taxes	4,473	4,802	4,483
Net income	25,549	21,275	25,395
Dividends paid	24,000	20,000	22,000
To surplus account	1,549	1,275	3,395

Please note date of information at end of each report.

Balance Sheet.—Dated Feb. 29,

	1896.	1897.
ASSETS.		
Cost of cable plant	$483,709	$488,264
Real estate	425,715	425,633
Cash	23,806	20,612
Material and supplies		1,966
Total	$933,230	$936,475
LIABILITIES.		
Capital stock	$400,000	$400,000
Funded debt	500,000	500,000
Bills payable	25,000	18,000
Tickets outstanding	4,294	4,352
Undivided profits	3,936	7,331
Other liabilities		6,792
Total	$933,230	$936,475

Dividends.—From 1889 to 1894, 6 p. c. per annum; in 1895, 5 p. c.; in 1896, 5¼ p. c.

Plant and Equipment.—Miles of track (cable), 6; gauge, 4 ft. 8½ in.; 86 lb. girder rail; 84 cars, of which 44 are grip cars and 40 trail cars; 2,225 H. P. engines, Allis engines, C. & Z. boilers, Stephenson cars and trucks.

Officers.—Pres. R. F. Baker, V. Pres. E. G. Davis, Sec. & Treas. Jas. B. Adams, Supt. T. J. King.

Directors.—R. F. Baker, E. G. Davis, Nath'l Wilson, Geo. W. Moss, R. D. Weaver, A. B. Coppes, Jno. Cammack.

General Office, 15th and H Sts., N. E.

References.—Description of road, Vol. X, Sept., '94, p. 557; Vol. X, Dec., '94, p. 759 (ill.).

Date of information, Mar., 1897. a

Eckington & Soldiers' Home Railway Co.—Chartered June 19, 1888. Annual meeting second Wednesday in Jan. This property was placed in the hands of a receiver on Sept. 20, 1896.

Capital Stock, authorized, $702,000, issued, $652,000, paid in $581,600; par value, $50 per share.

Funded Debt.—First mortgage 6 p.c. bonds, authorized, $200,000, issued, $199,800; coupon, but may be registered; dated June 1, 1891, due 1911, but redeemable at company's option after June 1,1896; denom. $100 and $500; int. payable June and Dec., at offices of American Security & Trust Co. trustee of mortgage.

Operation.—Year ending Dec. 31, 1896.

Gross receipts	$104,608
Operating expenses and taxes	127,482
Deficit from operation	22,874
Interest and insurance	15,851
Deficit for year	38,725

Plant and Equipment.—Miles of track, 17.40; operated by horses, 13.24, by electricity, 4.16; gauge, 4 ft. 8½ in.; 80 lb. and 95 lb. girder rail; 260 horses, 93 cars, of which 84 are horse cars, and 9 motor cars; A. & S. and Ball engines, Gen. Elec. and West. dynamos and motors, Brill, Robinson, Laclede and Stephenson cars.

Officers.—Receiver W. K. Schoepf, Accountant for Receiver Dana Stevens, Supt. & Elecn. R. I. Todd.

Directors.—Robert S. Carswell, C. B. Calvert, Jno. H. Ridout, K. Gray, Richard A. Johnson, W. Kesley Schoepf, D. M. Newbold, Jno. F. Shea, W. S. Symington.

General Office, 13th and D Sts., N. E.

References.—Description of road, Vol. VI, July, '90, p. 326 (ill.); Vol. X, Dec., '94, p. 761 (ill.).

Date of information, May, 1897. a b z

Georgetown & Tenalleytown Railway Co.—Chartered Aug. 10, 1888.

Capital Stock, authorized and issued, $200,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $70,000; coupon, but may be registered; dated Feb. 1, 1894, due, 1904; denom. $500; int. payable Feb. and Aug., at office of American Security & Trust Co., of Washington, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 45 lb. and 80 lb. grooved and T rail; 14 motor cars; Frick engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jones, Gilbert, and Stephenson cars, Brill, Gilbert and Peckham trucks.

Officers.—Pres. Oscar T. Crosby, V. Pres. Chas. A. Lieb, Sec. & Treas. W. S. Terry.

Directors.—Oscar T. Crosby, Chas. A. Lieb, W. S. Terry, H. D. Mirick, Jas. B. Lackey, J. Hite Miller, Geo. E. Emmons, H. B. Davidson, H. M. Earle, of Washington.

General Office, Power House, 32d St.

Reference.—Operating detail and annual report, Vol. IX, Sept., '93, p. 617.

Date of information, Jan., 1897.

Gettysburg & Washington Railway Co.—Franchises have been secured in the city of Washington.

Capital Stock, $750,000; par value, $50 per share.

Directors.—T. William Harris, of New York; Frank C. Drane (Gen. Man.) and George W. Harvey, of Takoma Park, Washington, D. C.

General Office, Takoma Park, Washington.

Date of information, Nov., 1896.

Metropolitan Railroad Co.—Chartered July 1, 1864. Annual meeting second Wednesday in July.

Capital Stock, authorized, $1,000,000, issued, $750,000, paid in, $450,000; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $1,850,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; int. payable Feb. and Aug., at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

Collateral trust 6 p. c. bonds, authorized and issued, $500,000; dated Dec. 9, 1890, due July 1, 1901; int. payable Jan. and July, at National Bank of the Republic; trustees, Charles S. Bradley and Nathaniel Wilson. These bonds are secured by deposit of a part of the capital stock with the trustees, and are convertible into stock at option of holder.

6 p. c. certificates of indebtedness, issued, $250,000; dated 1896, due Oct. 1, 1906; int. payable Apr. and Oct. These certificates were ssued for the purpose of completing the conduit electric system.

Note.—The first mortgage bonds have been authorized by act of Congress for the purpose of changing the motive power from horses to electricity, and can be used for no other purpose. The bonds are secured by a mortgage on the entire property of the company, including a first mortgage upon real estate valued at $700,000. It is stated that an additional security behind the bonds is the liability of the stockholders to an assessment of $20 per share not yet paid in on the capital stock, and to a further assessment of 100 p. c. of the stock holdings according to the terms of the company's charter.

By the provisions of the mortgage deed, all real estate not needed by the company may be sold, and the proceeds passed to a sinking fund, to which is also to be passed surplus earnings up to $25,000. After 10 p. c. has been paid on the capital stock, the first mortgage bonds may be purchased for the sinking fund at not over 110 and interest.

Operation.—Year ending June 30,

	1893.	1894.	1895.	1896.
Receipts from passengers	$405,792	$348,512	$324,822	$
" other sources	1,843	*1,269	1,308	
" total	407,635	347,243	326,130	549,767
Operating expenses	327,499	278,487	294,884	313,642
Earnings from operation	80,136	68,756	31,246	236,125
Deductions from earnings.				
Interest on bonds	9,050	23,699	27,352	108,302
Taxes	19,065	21,580	14,678	79,196
Net income	52,021	23,477	†10,784	48,627
Dividends paid	58,079	58,601	29,119	
Deficit for year	6,048	24,124	39,903	

* Adverse balance ticket account. † Deficit.

Dividends, 8 p. c. per annum.

Plant and Equipment.—Miles of track (electric conduit system), 22; gauge, 4 ft. 8½ in.; 62 lb. and 83 lb. grooved rail; 265 cars, of which 160 are motor cars and 105 trail cars; Providence and McIntosh & Seymour engines, American and Brill cars.

Officers.—Pres. Geo. H. Harries, V. Pres. Robt. D. Weaver, Sec. Gen. Man. & Pur. Agt. G. B. Coleman, Treas. Wm. J. Wilson, Supt. F St. Division, W. A. Heindle, Supt. 9th St. Division, A. O. Babendreier.

Directors.—J. A. Cammack, Geo. H. Harris, G. B. Coleman, Robt. D. Weaver, Wm. B. Gurley, S. T. Brown, C. R. Spence, A. B. Grunwell, J. J. Edson.

General Office, 14th and East Capitol Sts.

References.—Description of road, Vol. VI, July '90, p. 326; Vol. X, Dec., '94, p. 761; (brief), Vol. VII, Dec., '91, p. 658; description of strike, Vol. XI, Jan., '95, p. 32; description of conduit, Vol. XI, Jan., '95, p. 45; increase of bonds, Vol. X, Nov., '94, p. 754; Vol. X, Dec., '94, p. 814; Vol. XI, Feb., '95, p. 125; description of electric conduit, Vol XI, Aug., '95, p. 530 (ill.); operating detail, Vol. XII, Feb., 96, p. 99; wheel grinding machine (brief), Vol. XII, May, '96, p. 290 (ill.); electric conduit construction, Vol. XII, May, '96, p. 299 (ill.); operating detail (brief), Vol. XII, Dec., '96, p. 762 (ill.)

Date of information, May, 1897. a b d z

Washington, Arlington & Falls Church Railway Co.—Chartered 1896, as the successor to the Washington & Arlington Ry. Co. This company owns and operates an electric railway running from the south end of the Aqueduct Bridge, in Washington, to Ft. Meyer

and Arlington National Cemetery, a distance of 2 miles; also to Falls Church, Va. (via Ballston), a distance of 6½ miles.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 8 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brill and Stephenson cars; rent power.

Officers.—Pres. C. S. Hinchman, V. Pres. F. B. Hubbell, Sec. & & Man. R. H. Phillips, Treas. Wm. C. Arrison.

Directors.—C. S. Hinchman, J. L, Woodbridge, R. H. Phillips, Wm. C. Arrison, Walter Hinchman.

General Office, 3342 M St., Washington, D. C.; Philadelphia Office, 208 So. 4th St.

Reference.—Annual report, Vol. IX, Mar., '93, p. 198.

Date of information, May, 1897. a b d z

Washington & Glen Echo Railroad Co.—This is the successor (in 1896) to the Glen Echo R. R. Co.

Capital Stock, authorized and issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; int. payable at office of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 17 cars, of which 15 are motor cars and 2 trail cars; West. engines, Gen, Elec. and West. dynamos and motors, Brill and Jackson & Sharp cars.

Officers.—Pres. Edwin Baltzley, Sec. Edward Baltzley, Treas. J. C. Pratt, Gen. Man. Wm. A. Armstrong, Jr., Supt. Van Canada, Ch. Engr. Frank Andes, Ch. Engr. of Power Station, Louis Hoffman.

Directors.—Edwin Baltzley, F. W. Pratt, Edward Baltzley, F. R. Shattuck, Gustav Stahl, Benj. Butterworth, D. A. Grosvenor.

General Office, Washington Loan & Trust Bldg.

Date of information, Feb., 1897. a d

Washington & Great Falls Electric Railway Co.

Capital Stock, $86,800.

Funded Debt.—First mortgage bonds, $356,500.

Operation.—For the period from Aug. 23 to Dec. 31, 1895, the gross receipts were $1,488, and the operating expenses, $1,278. For the year ending Dec. 31, 1896, the gross receipts were $24,462, operating and general expenses, $13,692.

Officers.—Pres. Jacob P. Clark, V. Pres. S. T. G. Morsell, Sec. W. J. Dante, Treas. Lee Hutchins.

Directors.—J. P. Clark, S. T. G. Morsell, Lee Hutchins, J. V. N. Huych, W. J. Dante, W. E. Lewis, E. C. Clark.

General Office, Hutchins Bldg., Washington, D. C.

Date of information, May, 1897. b z

NEW CORPORATIONS.

Maryland & Washington Railway Co.—A receiver has been appointed for this company, and the road is not yet in operation.

Capital Stock, issued and paid in, $20,000.

Funded Debt.—5 p. c. gold bonds, $430,000.

Plant and Equipment.—Miles of track (electric), 2.25; 85 lb. rail.

Officers.—Receiver W. Kesley Schoepf, Pres. David M. Newbold, Sec. R. Stanley Carswell.

Date of information, May, 1897. b z

Washington, Annapolis & Chesapeake Railroad Co.—Chartered to build and operate a railway, either electric or steam, from Washington to the Atlantic Coast.

Capital Stock, $500,000.

Interested Parties.—Joseph B. Seth, of Baltimore, Md., and others.

Date of information, May, 1897. z

Washington & Marlboro Electric Railway Co.—Chartered Mar. 2, 1895, by Act of Congress. The company has not yet commenced constructing its line owing to certain objectionable provisions in its charter, and all its stock ($200,000) is held by the directors in trust.

Officers.—Pres. Wm. A. Meloy, V. Pres. Frank Hill, Treas. James T. Perkins, Sec. Wm. M. Steuart.

Date of information, May, 1897. b z

WASHINGTON, IND.

Washington Street Railway Co.—Chartered July, 1894; municipal franchises granted in May, 1894, expire in May, 1934. The company was reorganized in Mar., 1896, and commenced operating by electricity in July, 1896.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 cars, of which 4 are motor cars and 6 trail cars; Lane & Bodley engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. W. N. McMahan, V. Pres. Jos. Wilson, Sec. & Treas. A. F. Cabel, Gen. Man. E. I. Graham.

DIRECTORS.—W. N. McMahan, Zack Jones, S. C. Eskridge, Z. F. Graham, A. F. Cabel.

Date of information, Feb., 1897. a

WASHINGTON, PA.

Population in 1880, 4,292, in 1890, 7,063.

Washington Electric Street Railway Co.—Chartered June 17, 1889. On Sept. 17, 1895, the Washington & Tylerdale Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share.

OPERATION.—Year ending June 30,	1895.	1896.
Gross receipts	$2,225	$19,213
Operating expensese	5,732	12,684
Earnings from operation	*3,507	6,529

* Deficit.

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Construction	$44,403	$ 91,212
Equipment	20,931	37,122
Cash	184	2,074
Open accounts		3,923
Total	$65,517	$134,330
LIABILITIES.		
Capital stock	$60,000	$125,000
Accounts payable		1,584
Profit and loss (surplus)	5,517	7,746
Total	$65,517	$134,330

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 5 ft. 2½ in.; 48 lb. and 52 lb. rail; 10 motor cars; Gen. Elec. and West. dynamos and motors, Brill and New Castle cars.

OFFICERS.—Pres. F. J. Torrance, Sec. DeWitt Dilworth, Treas. A. Kennedy, Supt. Jas. Kent.

DIRECTORS.—T. B. Hutchinson, of Pittsburgh; A. Kennedy, F. J. Torrance, of Allegheny, Pa.; DeWitt Dilworth, of Washington, Pa.

Date of information, Nov., 1896. b

WATERBURY, CONN.

Population in 1880, 17,806, in 1890, 28,646, in 1893 (local estimates), 35,000.

Waterbury Traction Co.—This is a consolidation, in 1893, of the Connecticut Electric Co. and the Waterbury Horse R. R. Co. A special charter granted by the State of Connecticut gives the company the privilege of conducting both a railway and an electric lighting business.

CAPITAL STOCK, authorized, $1,000,000, issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $850,000, issued, $600,000, in treasury, $250,000; dated Nov. 1, 1893, due 1923, but subject to call at 104 and int. after Nov. 1, 1898; denom. $100, $500 and $1,000; int. payable May and Nov.; trustee of mortgage, Treasurer State of Connecticut.

NOTE.—The $250,000 bonds in treasury are to be reserved for future extensions, not to exceed 75 p. c. of actual cost of construction and equipment. The mortgage covers the entire plant, including the electric lighting system.

OPERATION.—Year ending Sept. 30,	1894.	1895.	1896.
Total receipts	$63,144	$124,567	$137,273
Operating expenses	50,991	75,949	72,278
Earnings from operation	12,153	48,618	64,995
Deductions from earnings.			
Interest	2,986	21,475	21,250
Taxes	1,267	5,599	6,163
Net income	7,900	21,544	37,582
Dividends paid			3,000
To surplus account			34,582
Per cent. op. exp. to total receipts	80.7	60.9	52.6

Please note date of information at end of each report.

The earnings given are for the railway plant only. The gross earnings of the lighting plant for the year ending Sept. 30, 1895, were $119,255, and the net earnings $60,839, and for the year ending Sept. 30, 1896, the gross earnings were $105,661, and the net earnings $54,304.

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$187,490	$ 794,447	$ 830,434
Cash assets	6,663	13,931	17,433
Invest. Conn. Elec.Co. elec.light plant	300,000	442,754	453,584
Materials on hand		18,011	12,569
Accounts receivable		25,049	21,085
Other assets	7,939	3,350	2,850
Profit and loss (deficit)	30,871		
Total	$532,962	$1,297,541	$1,337,954
LIABILITIES.			
Capital stock	$112,200	$ 600,000	$ 600,000
Funded debt	110,000	600,000	600,000
Bonds issued under charter for purchase elec. light plant	300,000		
Bills and accounts payable	10,000	39,553	10,335
Interest not due			12,500
Taxes not due			7,444
Other liabilities	762	277	477
Profit and loss (surplus)		57,712	107,198
Total	$532,962	$1,297,541	$1,337,954

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 46 cars, of which 38 are motor cars and 8 trail cars; Dixon engines, Gen. Elec. dynamos and motors, Brill, L. & F., Newburyport and Stephenson cars.

OFFICERS.—Pres. D. S. Plume, Sec. A. M. Young, Treas. J. R. Smith, Gen. Man. & Pur. Agt. J. E. Sewell, Elecn. W. T. Oviatt.

DIRECTORS.—D. S. Plume, Geo. E. Terry, A. M. Young, J. R. Smith, of Waterbury; M. P. Clough, C. H. Newhall, J. S. Bartlett, of Lynn, Mass.

GENERAL OFFICE, 571 Bank St.

Date of information, May, 1897. a z

WATERLOO, IA.

Population in 1880, 5,630, in 1890, 6,679, in 1895, 8,490, in 1897, 11,566.

Waterloo & Cedar Falls Rapid Transit Co.—Chartered to build an electric railway from Waterloo to Cedar Falls. This company has constructed 4 miles of its road, and expects to have 16 miles in operation during 1897. In 1896 this company purchased the property of the Waterloo Street Rv. Co.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT, issued, $60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.25; gauge, 4 ft. 8½ in.; 60 lb. T rail; 13 cars, of which 5 are horse cars, 5 motor cars and 3 trail cars; West. engines, West. dynamos and motors, Pullman and St. Louis cars.

OFFICERS.—Pres. & Gen. Man. L. S. Cass, V. Pres. & Treas. C. J. Fosselman, Sec. J. H. Rafferty, Ch. Engr. M. L. Newton, Elecn. F. C. Butterfield, Ch. Engr. of Power Station, John Faucett.

DIRECTORS.—J. F. Cass, C. J. Fosselman, J. H. Rafferty, Geo. C. Knoche, L. S. Cass, J. H. Bowman.

GENERAL OFFICE, 615 Commercial St., Waterloo, Ia.

Date of information, May, 1897. a d z

Waterloo Street Railway Co.—This property was sold in 1896 to the Waterloo & Cedar Falls Rapid Transit Co. (which see).

Date of information, May, 1897. a z

WATERLOO, ONT.

Population in 1890, 1594.

Berlin & Waterloo Street Railway Co.

CAPITAL STOCK, authorized, $40,000, issued, $30,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track 2.75; operated by horses, .25, by electricity 2.50; gauge, 4 ft. 8½ in.; 60 lb. T rail; 2 horses, 6 cars, of which 1 is a horse car, 3 are motor cars and 2 trail cars; Wheelock engines, Gen. Elec. and West. dynamos and motors, Can. Gen. Elec. and Ottawa cars, Peckham trucks.

OFFICERS.—Pres. W. H, Breithaupt, Sec. Alex. Millar, Treas. & Gen. Man. T. E. McLelan.

DIRECTORS.—W. H. Breithaupt, J. Anthes, T. E. McLelan, Alex. Millar, Geo. Bruce.

GENERAL OFFICE, Waterloo.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51 (ill.).

Date of information, May, 1897. d z

WATERTOWN, N. Y.

Population in 1880, 10,697, in 1890, 14,725.

Watertown & Brownsville Street Railroad Co.—This is a consolidation of the Watertown Street Ry. Co. and the Watertown & Brownsville Street Ry. Co. The company also owns the Dexter & Brownsville Street Ry. Co. In Nov., 1895, this property was placed in the hands of a receiver, on application of the trustee of first mortgage bonds.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $110,000; dated Dec. 15, 1890, due 1915.

Second mortgage 6 p. c. bonds, authorized and issued, $50,000; dated Mar. 1, 1894, due 1919; trustee of mortgage, Central Trust Co., of New York.

OPERATION.—Year ending June 30,

	1892.	1893.	1895.	1896.
Gross receipts	$24,389	$34,869	$29,212	$24,979
Operating expenses	13,650	32,478	24,835	22,261
Earnings from operation	10,739	2,391	4,377	2,718
Deductions from earnings.				
Interest on bonds	5,858	8,404	7,631	
" " floating debt			2,216	
Taxes	256	588	636	588
Rentals	3,600			
Net income	4,625	*10,201	*6,107	2,130
Dividends paid 3 p. c.	1,200			
To surplus account	3,425			2,130
Total surplus account	22,025	11,824	8,851	10,981

*Deficit.

NOTE.—No report was made in 1894.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.
General expenses	$ 6,228	$ 6,118
Transportation expenses	12,459	10,367
Maintenance of way and buildings	3,488	2,008
" " equipment	2,661	3,769
Total	$24,835	$22,261

STATISTICS OF TRAFFIC.

Year ending June 30, 1896.	
Passengers carried	558,400
Car miles run	328,500
Gross receipts per car mile	$.076
Operating expenses per car mile	.070

BALANCE SHEET.—Dated June 30,	1895.	1896.
ASSETS.		
Cost of road	$191,685	$225,542
" equipment	48,849	50,329
Stock of this company	15,400	15,400
Bonds of this company	50,000	50,000
Real estate, franchises, etc	32,292	
Cash and current assets	261	7,425
Total	$338,487	$348,696
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	160,000	160,000
Interest on funded debt due and accrued	4,331	
Loans	54,718	55,576
Accounts payable	10,587	15,639
Receiver's certificates		6,500
Profit and loss (surplus)	8,851	10,981
Total	$338,487	$348,696

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 50 lb. and 62 lb. girder and T rail; 17 cars, of which 10 are motor cars and 7 trail cars; 400 H. P. dynamos, Gen. Elec. and Steel dynamos and motors, Stephenson cars, Brill trucks; water power.

OFFICERS.—Receiver J. A. Lawyer, Pres. Byron B. Taggart, V. Pres. H. F. Inglehart, Sec. & Treas. C. C. Inglehart, Gen. Man. & Supt. S. R. Smith.

DIRECTORS.—Byron B. Taggart, H. F. Inglehart, Joseph Mullin, C. C. Inglehart, of Watertown, John C. Thompson, of New York City.

GENERAL OFFICE, 172 Main St., Watertown.

REFERENCE.—Description of car house, Vol. IX, Jan., '93, p.1 (ill.).

Date of information, May, 1897. a b z

Dexter & Brownsville Street Railway Co.—This road is owned by the Watertown & Brownsville Street R. R. Co.

CHARTERED Feb. 27, 1895.

CAPITAL STOCK, $40,000; par value, $100 per share.

Please note date of information at end of each report.

INCORPORATORS.—H. F. Inglehart, Byron B. Taggart, Joseph Mullin.

Date of information, May, 1897. a z

WATERTOWN, S. DAK.

Population in 1880, 746, in 1890, 2,672.

Watertown & Lake Kampeska Railway Co.—Chartered June 16, 1888. This property is in the hands of a receiver and the road is not now in operation.

PLANT AND EQUIPMENT.—Miles of track (steam), 6.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 1 Baldwin dummy, 1 Pullman car.

OFFICERS.—Ch. Engr., F. L. Burdeck.

GENERAL OFFICE, Kemp Ave. and Oak St.

Date of information, Nov., 1896. d

WATERVILLE, ME.

Population of Waterville and Fairfield in 1880, 7,716, in 1890, 10,617.

Waterville & Fairfield Railway & Light Co.—Chartered 1891. This is a consolidation of the Waterville & Fairfield R. R. Co., the Waterville Electric Light & Power Co. and the Fairfield Electric Light & Power Co.

CAPITAL STOCK, apportioned to railway plant, authorized and issued, $36,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000, apportioned to railway plant, $36,000; dated 1891, due 2011; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,

	1893.	1894.	1895.	† 1896.
Gross receipts	$28,032	$25,730	$26,177	$20,934
Operating expenses	12,749	12,866	11,294	11,855
Earnings from operation	15,283	12,864	14,883	9,079
Deductions from earnings.				
Interest on bonds	9,904	11,535	9,405	2,160
" " floating debt.	89	12		
Taxes	879	237	409	167
Net income	4,411	1,080	5,069	6,751
Dividends paid		3,000	4,000	720
To surplus account	4,411	*1,920	1,069	6,031
Total deficit	1,030	3,378	2,309	8,421

* Deficit.

DIVIDENDS in 1893, 1½.; in 1894, 1½ p. c.; in 1895, 2 p. c.; in 1896, 2 p. c.

OPERATING EXPENSES.

Year ending June 30,	1895.	† 1896.
Maintenance of way and structures	$ 1,167	$ 4,012
" " equipment	1,883	
Conducting transportation	7,141	7,843
General expenses	1,103	
Total	$11,294	$11,855

† Railway plant only.

BALANCE SHEET.—Dated June 30,

	* 1895.	† 1896.
ASSETS.		
Cost of road	$ 55,863	$56,864
" equipment	24,959	
Other permanent investments	126,033	
Lands owned	6,700	
Personal property	517	
Office furniture, etc	509	
Cash and current assets	6,821	6,031
Other assets	182,500	1,000
Profit and loss (deficit)		8,105
Total	$403,903	$72,000
LIABILITIES.		
Capital stock	$200,000	$36,000
Funded debt	200,000	36,000
Current liabilities	2,914	
Profit and loss (surp.)	989	
Total	$403,903	$72,000

* Entire property. † Railway plant only.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 8 cars, of which 3 are motor cars and 5 trail cars; West. dynamos and motors.

OFFICERS.—Pres. I. C. Libby, Sec. W. T. Haines, Treas. & Supt. P. A. Libby.

DIRECTORS.—A. F. Gerald, I. C. Libby, W. T. Haines, S. A. Nye, P. A. Libby.

GENERAL OFFICE, Fairfield, Me.

REFERENCE.—Annual report, Vol. IX, Dec., '93, p. 842.

Date of information, Nov., 1896. b

WAUKEGAN, ILL.

Population in 1880, 4,012, in 1890, 4,915, in 1897 (local estimates), 12,000; total population served by street railway lines, 14,000.

Bluff City Electric Street Railway Co.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT, 6 p. c. bonds, authorized and issued, $50,000.

DIVIDENDS, in 1896, 2½ p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 72 lb. T rail; 5 motor cars; Walker dynamos and motors, Brill cars.

OFFICERS.—Pres. C. E. Loss, V. Pres. Treas. & Gen. Man. C. A. Murray, Sec. S. D. Talcott, Supt. F. M. Todd.

Date of information, May, 1897. d z

WAUKESHA, WIS.

Population in 1880, 4,613, in 1890, 7,480.

Waukesha Beach Electric Railway Co.—This road is in process of construction. It was expected to be in operation by May 30, 1896.

CAPITAL STOCK, $75,000.

OFFICERS.—Gen. Man. E. J. Evans.

DIRECTORS.—A. M. Jones, T. E. Ryan, W. P. Sawyer, Geo B. Harris, A. J. Frame.

Date of information, May, 1896.

WAVERLY, N. Y.

Waverly, Sayre & Athens Traction Co.

CAPITAL STOCK, $200,000.

FUNDED DEBT, $200,000.

OPERATION.—Year ending June 30, 1896.

Gross receipts	$10,969
Operating expenses	6,563
Earnings from operation	4,406
Deductions from earnings.	
Interest	2,250
Taxes	196
Net income	1,960

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$115,958	Capital stock	$200,000
" equipment	56,620	Funded debt	150,000
Cash	1,960	Profit and loss (surplus).	1,960
Open accounts	177,422		
Total	$351,960	Total	$351,960

PLANT AND EQUIPMENT.—Miles of track (electric), 9; 14 motor cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. F. M. Stephens, Sec. A. C. Wade, Treas. F. K. Harris, Supt. W. E. Case.

DIRECTORS.—A. N. Broadhead, A. C. Wade, S. B. Broadhead, of Jamestown, N. Y.; F. M. Stephens, of Sayre, Pa.; F. K. Harris, A. C. Robertson, of Athens, Pa.; M. Quigley, W. L. Watrous, of Waverly, N. Y.

Date of information, Nov., 1896. b

WAXAHACHIE, TEX.

Population in 1880, 1,354, in 1890, 3,076.

Waxahachie Street Railway Co.—Chartered Sept., 1887. Annual meeting first Tuesday in Sept.

CAPITAL STOCK, authorized, $20,000.

FUNDED DEBT, $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 24 horses, 6 horse cars.

OFFICERS.—Pres. T. A. Ferris, V. Pres. M. B. Timptton, Sec. Treas. Gen. Man. & Pur. Agt. E. H. Griffin.

Date of information, Feb., 1897. a

WEATHERFORD, TEX.

Population in 1880, 2,046, in 1890, 3,314.

Weatherford City & Suburban Railroad Co.

CAPITAL STOCK. $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 16 lb. and 20 lb. T rail; 17 horses, 6 horse cars.

OFFICERS.—Pres. G. P. Levy, Supt. G. B. Willbanks.

Date of information, Jan., 1894.

WEBB CITY, MO.

Population in 1880, 1,588, in 1890, 5,043.

Southwest Missouri Electric Railway Co—On Sept. 1, 1896, this company acquired, by purchase, the Joplin & Galena Electric Ry.

Please note date of information at end of each report.

Co., which company owned and operated an electric railway in Joplin, Mo., extending thence to Galena, Kan. This company also acquired, by purchase, the Jasper County Electric R. R. Co., which company owned and operated an electric railway in Carthage, Mo., extending thence to Carterville, Mo. The lines of the Southwest Missouri Electric Ry. Co. now connect Carthage, Carterville, Webb City and Joplin, Mo., and Galena, Kan., with branch lines running from Joplin to East Joplin, and from Carterville to Prosperity, and serve a population of about 65,000.

CAPITAL STOCK, authorized and issued, $650,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered. Of these bonds, $200,000 cover the original property of the Southwest Missouri Electric Ry. Co., Prosperity to Joplin; dated Mar. 1, 1893, subject to call Mar. 1 of any year after 1903; int. payable Mar. and Sept.; $120,000 cover the property acquired from the Joplin & Galena Electric Ry. Co., Joplin to Galena; dated July 1, 1896, subject to call July 1 of any year after 1903, int. payable July and Jan.; $180,000 cover the property acquired from the Jasper County Electric R. R. Co., Carthage to Carterville; dated July 1, 1896, subject to call July 1 of any year after 1903; int. payable July and Jan. Denom. of all bonds, $500; int. and principal of all bonds payable at office of Central Trust Co., of New York, trustee of mortgage.

WEST CHESTER, PA.

Population in 1880, 7,046, in 1890, 8,028.

West Chester Street Railway Co.—Chartered Aug. 4, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share.

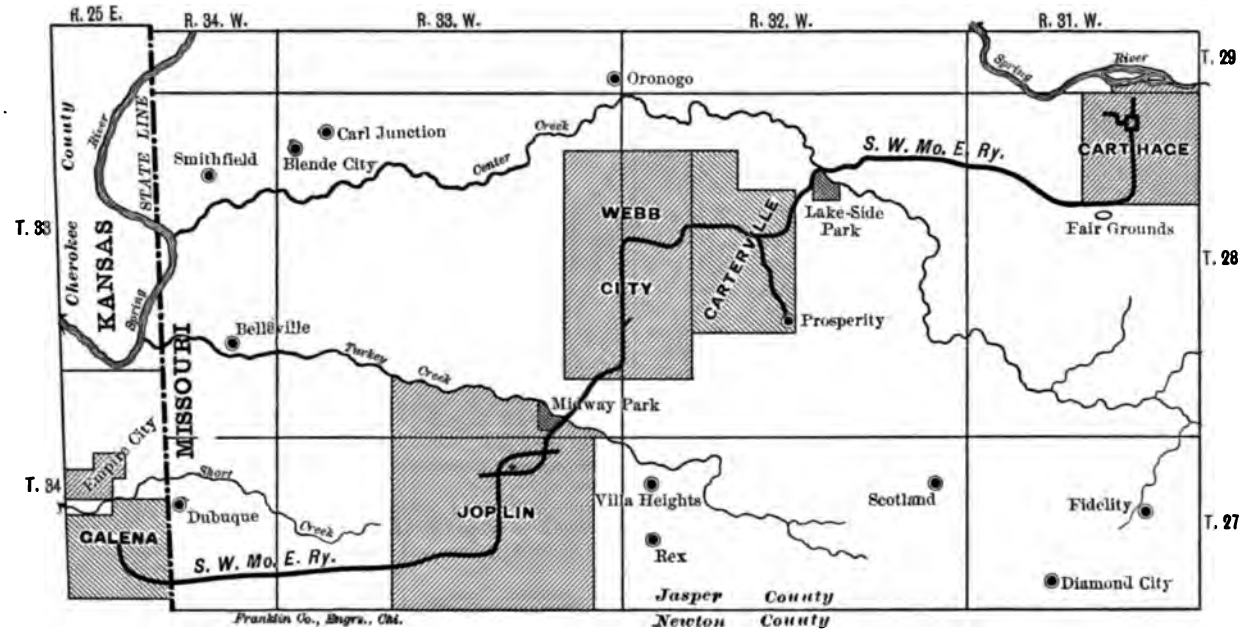
FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $34,000.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$11,502	$19,985	$ 18,542	$ 17,109	$ 15,962
Op. exp. (including int.)	9,832	14,983	16,955	12,269	12,853
Earnings from operation	1,670	5,002	1,587	4,840	3,109

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$104,013	$105,342	$121,063
Real estate	14,383	15,202	
Cash on hand	176	781	640
Other assets	13,839	12,269	918
Total	$132,410	$133,595	$122,621



OPERATION.—Year ending Aug. 31,

	1894.	1895.	1896.
Total receipts	$35,080	$42,438	$58,170
Operating expenses	19,162	23,794	31,552
Earnings from operation	15,918	18,644	26,618
Deductions from earnings.			
Interest on bonds	8,753	8,117	9,928
Taxes	364	467	754
Insurance	1,891	871	217
Park expenses		1,684	1,112
Accidents and legal expenses		305	953
Rentals		1,375	3,025
Net income	4,909	5,824	10,629
Per cent. op. exp. to total receipts	54.6	56.9	54.2

LATER EARNINGS.—(Since the acquisition of the new properties.)

Six months ending Feb. 28, 1897.

Total receipts	$53,278
Operating expenses	30,052
Earnings from operation	23,226
Deductions from earnings.	
Interest	13,269
Taxes	941
Insurance	591
Park expenses	254
Accidents and legal expenses	378
Net income	7,793
Per cent. op. exp. to total receipts	56.4

PLANT AND EQUIPMENT.—Miles of track (electric), 32; gauge, 4 ft. 8½ in.; 48 lb. to 75 lb. T and girder rail; 34 cars, of which 25 are motor cars and 9 trail cars; Cooper and Bates engines, Gen. Elec., Walker and West. dynamos and motors, Laclede and American cars.

OFFICERS.—Pres. & Gen. Man. A. H. Rogers, V. Pres. E. Z. Wallower, Sec. & Treas. W. M. Donaldson, Ch. Engr. E. J. Pratt, Roadmaster J. M. Maret.

GENERAL OFFICE, Webb City, Mo. Eastern office, Harrisburg, Pa.

REFERENCES.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150; operating detail (brief), Vol. XIII, Mar. '97, p. 154.

Date of information, May, 1897. a z

For map of road see this page.

LIABILITIES.

Capital stock	$ 60,000	$ 60,000	$ 60,000
Funded debt	30,000	30,000	34,000
Bills payable	19,000	16,400	17,059
Receipts	18,542	17,109	
Mortgage on depot property	4,000	4,000	
Balance last year	868	176	
Accrued interest			433
Profit and loss (surplus)		5,911	11,129
Total	$132,410	$133,595	$122,621

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 5 ft. 2½ in.; 45 lb. and 60 lb. girder and flat rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. Wm. M. Hayes, Sec. W. S. Harris, Treas. F. W. Wollerton, Gen. Man. & Pur. Agt. J. W. Andrews, Elecn. J. Early, Ch. Engr. of Power Station, Jas. Pyle.

DIRECTORS.—Wm. M. Hayes, R. T. Cornwell, M. H. Matlack, J. C. Hayes, A. G. McCausland.

REFERENCES.—Description of road, Vol. VII., Apr., '91, p. 302; report Vol. IX., Feb., '93, p. 129.

Date of information, Jan., 1897. b d

NEW CORPORATION.

Chester County Central Railway Co.—The company has let the contracts for the construction of its line, but the road is not yet in operation.

CAPITAL STOCK, authorized $800,000.

FUNDED DEBT.—First mortgage bonds, authorized, $800,000; dated 1897, due 1947; denom. $1,000; trustee of mortgage, Fidelity Insurance Trust & Safe Deposit Co., of Philadelphia.

OFFICERS.—Pres. W. S. Kirk, Sec. John S. Dove, Jr., Treas. A. Aylsworth Kite.

Date of information, May, 1897. ·z

Please note date of information at end of each report.

WESTERLY, R. I.

Population in 1880, 6,104, in 1890. 6,813, in 1895 (local estimates), 9,500.

Pawcatuck Valley Street Railway Co.—Chartered May 25, 1893.

CAPITAL STOCK, authorized, $100,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending	Dec. 31, 1895.	June 30, 1896.
Receipts from passengers	$16,151	$17,708
" other sources	337	678
" total	16,488	18,386
Operating expenses	10,115	9,776
Earnings from operation	6,373	8,610
Deductions from earnings.		
Interest	5,040	5,226
Taxes		574
Net income	1,333	2,810
Total surplus account	1,333	4,143

BALANCE SHEET.—Dated	Dec. 31, 1895.	June 30, 1896.
ASSETS.		
Construction	$125,664	$125,714
Equipment	17,169	17,414
Other assets	40,170	41,315
Total	$183,003	$184,443
LIABILITIES.		
Capital stock	$ 75,000	$ 75,000
Funded debt	100,000	100,000
Floating debt	6,671	5,300
Surplus	1,333	4,143
Total	$183,003	$184,443

PLANT AND EQUIPMENT.—Miles of track (electric), 6, of road, 6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 cars, of which 7 are motor cars and 1 trail car; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Wm. Hoxsey, Sec. & Treas. S. H. Cross, Gen. Man. & Pur. Agt. E. P. Shaw, Jr.

DIRECTORS.—Nathan F. Dixon, William Hoxsey, S. H. Cross, of Westerly; Solomon Lucas, of Norwich; E. P. Shaw, E. P. Shaw, Jr., of Newburyport; A. S. Paton, of Leominster, Mass.

GENERAL OFFICE, Room 316, 53 State St., Boston, Mass.

Date of information, May, 1897. b d z

WESTFIELD, MASS.

Population in 1880, 7,587, in 1890, 9,805.

Woronoco Street Railway Co.—The Highland Street Ry. Co. was consolidated with this road on May 18, 1895.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share. In May, 1897, the company was authorized to increase its capital stock to $100,000.

FUNDED DEBT.—In May, 1897, the company was authorized to issue $70,000 in bonds.

OPERATION.—Year ending Sept. 30,	1892.	1893.	1894.	1895.	1896.
Gross receipts	$11,778	$11,558	$10,366	$12,321	$20,419
Operating expenses	11,057	11,193	11,836	12,356	12,646
Earnings from operat'n.	721	365	*1,470	*35	7,773
Interest	466	553	807	764	1,434
Taxes	272	296	182	479	194
Net income	*17	*484	*2,459	*1,277	6,145
Total surplus account	783	300	*1,893	*3,810	2,336
Deduct's from earnings.					
* Deficit.					

OPERATING EXPENSES. Year ending Sept. 30,	1895.	1896.
General expenses	$ 1,058	$ 986
Transportation expenses	10,271	11,200
Maintenance of way and buildings	367	260
" " equipment	661	200
Total	$12,356	$12,646

STATISTICS OF TRAFFIC. Year ending Sept. 30,	1895.	1896.
Passengers carried	242,996	346,055
Car miles run	80,300	88,490
Gross receipts per car mile	$.153	$.231
Operating expenses per car mile	.154	.142

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Cost of road	$19,578	$29,398	$44,263
" equipment	7,350	10,013	14,093
" land and buildings owned		12,977	29,609
Other permanent investments	10,522		
Cash and current assets	657	480	691
Other assets		300	411
Profit and loss (deficit)	1,893	3,810	
Total	$40,000	$56,978	$89,067
LIABILITIES.			
Capital stock	$25,000	$37,000	$50,000
Floating debt	15,000	19,500	36,732
Accounts payable		478	
Profit and loss (surplus)			2,336
Total	$40,000	$56,978	$89,067

PLANT AND EQUIPMENT.—Miles of track (electric), 4.36; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 14 cars of which 8 are motor cars and 6 trail cars; Woodbury engines, West. dynamos and motors; Jones and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Jas. A. Lakin, Sec. R. D. Gillett, Treas. T. J. Cooley, Supt. W. S. Townsend, Elecn. Geo. M. Church.

DIRECTORS.—R. B. Crane, D. L. Gillett, R. W. Parks, Jas. A. Lakin, R. D. Gillett, T. J. Cooley, J. A. Crane.

Date of information, May, 1897. b d y

WESTPORT, CONN.

Population in 1880, 3,477, in 1890, 3,715.

Westport & Saugatuck Street Railway Co.—Chartered Mar., 1876. Annual meeting, first Tuesday in Mar.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $26,000, issued, $6,100; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30,	1894.	1895.	1896.
Total receipts	$4,070	$4,194	$6,549
Operating expenses	4,462	3,530	6,241
Earnings from operation	*392	664	308
Deductions from earnings.			
Taxes	165	150	150
Net income	*557	514	158
*Deficit.			

BALANCE SHEET.—Dated Sept. 30,	1894.	1895.	1896.
ASSETS.			
Construction account	$12,544	$12,544	$61,034
Equipment account	2,456	2,456	8,301
Cash on hand	14	26	14
Profit and loss (deficit)	562		
Material on hand			1,619
Accounts receivable			376
Total	$15,576	$15,026	$71,344
LIABILITIES.			
Capital stock	$15,000	$15,000	$40,000
Funded debt			6,100
Unfunded debt			16,661
Accounts payable			8,469
Dividends unpaid	576		
Profit and loss (surplus)		26	114
Total	$15,576	$15,026	$71,344

DIVIDENDS, 6 p. c. per annum.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 cars, of which 3 are motor cars and 2 trail cars; West. engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. A. S. Hoyt, V. Pres. F. M. Raymond, Sec. Sam'l Purdy, Treas. Wm. E. Nash.

DIRECTORS.—A. S. Hoyt, F. M. Raymond, Wm. G. Staples, Wm. E. Nash, Horace Staples, Chas. Harris, E. H. Nash, of Westport.

Date of information, Dec., 1896. b d

WEST ROXBURY, MASS.

West Roxbury & Roslindale Street Railway Co.—This company commenced operation on Sept. 17, 1896.

CAPITAL STOCK, authorized, $150,000, issued, $100,000; par value, $100 per share.

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30, 1896.

Assets.		Liabilities.	
Cost of road	$222,357	Capital stock	$100,000
" equipment	27,327	Scrip	1,760
Land and buildings	14,649	Loans and bills payable.	177,698
Other permanent inv's'ts	12,927	Profit and loss (surplus).	356
Cash	2,066		
Bills and accts. rec'ble	74		
Material and supplies	413		
Total	$279,814	Total	$279,814

PLANT AND EQUIPMENT.—Miles of track (electric), 7.38; 16 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Thos. T. Robinson, Sec. & Treas. F. N. Tirrell, Supt. Geo. W. Rounds.

DIRECTORS.—Joseph Halstrick, John S. Bleakie, Clifford Devens, W. P. Whittemore, Robt. Bleakie, F. N. Tirrell, Thos. T. Robinson.

TREASURER'S OFFICE, 417 John Hancock Bldg., Boston, Mass.

Date of information, Jan., 1897. b

WEST SUPERIOR, WIS.

Population in 1890, 11,983.

Superior Rapid Transit Railway Co.—Chartered Aug. 1, 1892. On Jan. 28, 1896, this property was placed in the hands of receivers.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $650,000, issued, $250,000; coupon, but may be registered; dated Aug. 1, 1892, due 1912, but subject to call at 102 and interest Aug. 1, 1902; denom. $1,000; int. payable Feb. and Aug. at office of Central Trust Co., of New York, trustee of mortgage.

NOTE.—The bonds already issued ($250,000) are stamped "Series A." The mortgage provides that the next $200,000 shall be stamped "Series B," and shall not be issued until the net earnings for the preceding twelve months shall be equal to $27,000, an amount sufficient to pay interest on both series. The last $200,000 authorized shall be stamped "series C," and may be issued when the net earnings for the preceding twelve months shall amount to $40,000, equivalent to more than enough to pay the interest on the entire mortgage issued. None of the bonds of series B and C may be issued except for extensions, at a rate not exceeding $20,000 per mile of track and $5,000 per mile for equipment. The three series, when issued, are to be equal liens against the property.

A sinking fund has been established (by the provisions of the mortgage deed) to which $10,000 has already been passed, and further sums ranging from $5,000 in 1893, to $20,000 in 1912, are to be annually placed in the hands of the trustees.

$18,000 of the first mortgage bonds of 1892 are held in escrow to retire $17,000 of a prior lien still outstanding, dated July 1, 1891, due 1911.

It is reported that there is a second mortgage on this property, interest on which is in default.

OPERATION.—For the year ending Nov. 30, 1895, the net earnings of the company are reported as $39,306.

PLANT AND EQUIPMENT.—Miles of track (electric), 26; gauge, 3 ft. 6 in.; 35 lb. T rail; 35 cars, of which 25 are motor cars and 10 trail cars.

OFFICERS.—Receiver Pres. & Gen. Man. S. T. Norvell, Sec. & Treas. Griffith Chadwick, Supt. H. M. Sloan, Ch. Engr. of Power Station A. L. Gay.

Date of information, Jan., 1896.

WHEELING, W. VA.

Population in 1880, 30,737, in 1890, 34,552.

Wheeling Railway Co.—Chartered July 25, 1887. Annual meeting last Saturday in Jan. This company operates the property of the Citizens' Street Ry. Co. under a 99 year lease, from Aug. 10, 1892, and at a rental of $6,000 per annum, and owns all but about $7,000 of its capital stock.

CAPITAL STOCK, authorized and issued, $700,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000, dated Sept. 1, 1892, due 1922; denom. $1,000; int payable Mar. and Sept., at office of Central Trust Co. of New York trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.
Receipts from passengers	$129,104	$147,866	$166,022
" other sources	4,413	2,228	1,970
" total	133,517	150,094	167,993
Operating expenses	*119,378	88,382	88,277
Earnings from operation	14,139	61,712	79,716
Deductions from earnings.			
Interest		30,000	30,000
Taxes		2,418	2,764
Net income	14,139	29,294	46,951
Dividends paid		13,999	29,750
To surplus account		15,295	17,201
Per cent. of exp. to total receipts		58	52

*Including fixed charges.

DIVIDENDS.—In 1894, 1 p. c.; in 1895, 2 p. c.; in 1896, 4½ p. c.

BALANCE SHEET.—Dated Dec. 31,

	1895.	1896.
ASSETS.		
Cost of road and equipment	$1,200,000	$1,200,000
Improvements	15,094	7,210
Dividends	13,999	29,750
Water rent	142	142
Cash balance	11,692	2,346
Total	$1,240,926	$1,260,562
LIABILITIES.		
Capital stock	$ 700,000	$ 700,000
Funded debt	500,000	500,000
Interest	9,160	10,000
Bills and accounts payable	2,473	
Income	29,293	46,952
Surplus		1,800
Profit and loss (surplus)		1,810
Total	$1,240,926	$1,260,562

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 5 ft. 2½ in.; 76 lb. and 85 lb. girder rail; 25 motor cars; 750 H. P. station plant; Ball engines, Gen. Elec. dynamos and motors, Brill, Barney & Smith and St. Louis cars, Brill trucks.

OFFICERS.—Pres. T. H. Conderman, V. Pres. P. B. Dobbins, Sec. & Treas. W. A. Shirley, Gen. Man. & Ch. Engr. W. S. Wright, Supt. M. Loftus.

DIRECTORS.—T. H. Conderman, W. W. Hazzard, P. B. Dobbins, W. R. Kimball, A. M. Jolly, W. E. Stone, H. C. Ford, J. J. Muir, Wm. Erskine.

REFERENCE.—Description of road, Vol. X, Apr., '94, p. 219 (ill.).

Date of information, May, 1897. a z

Moundsville, Benwood & Wheeling Railway Co.—Chartered May 27, 1895, in perpetuity. Annual meeting last Saturday in Aug. The road is in operation between Moundsville and Benwood, where it connects with the lines of the Wheeling Ry. Co. Operation was commenced on Dec. 8, 1896. The company is now in the hands of a receiver.

CAPITAL STOCK, $250,000.

FUNDED DEBT.—First mortgage, 6 p. c. gold coupon bonds, authorized, $150,000, in treasury, $150,000; dated July 1, 1895, due 1915; denom. $500; int. payable Jan. and July, at office of Fidelity T. & T. Co., of Pittsburgh, Pa., trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment at three months' notice, at par and accrued interest, after 1905.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail; 6 motor cars; Buckeye engines, Gen. Elec. dynamos and motors, Jewett cars, Johnson trucks.

OFFICERS.—Receiver Howard Hazlett, Pres. B. F. Peabody, V. Pres. A. D. Pierce, Sec. E. M. Lewis, Treas. M. F. Cox, Gen. Man. J. W. Burchinal.

Date of information, May, 1897. a d z

Wheeling & Elm Grove Railroad.—Chartered Apr. 3, 1873. Annual meeting second Thursday in Jan.

CAPITAL STOCK, authorized, $300,000, issued, $250,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 8.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 horse, 23 cars, of which 20 are passenger cars, 2 are freight cars and 1 baggage car; 4 Baldwin motors.

OFFICERS.—Pres. A. Reymann, Sec. & Treas. Wm. Carle, Gen. Man. H. E. Weisgerber,

GENERAL OFFICE, 16th St.

Date of information, May, 1897. z

WHITE PLAINS, N. Y.

Population in 1880, 2,381, in 1890, 4,042.

New York, Elmsford & White Plains Railway Co.—Chartered in May, 1892. Operation commenced on Oct. 1, 1895. This road forms the centre section of a projected road which will run from Tarrytown to Mamaroneck, a distance of 16 miles. Although this road is run at a loss, it is operated to protect the franchises.

CAPITAL STOCK, authorized and issued, $60,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $60,000; dated July 1, 1895, due 1925; int. payable Jan. and July.

These bonds were issued to the president and treasurer of the company, in payment of money expended. The coupons have been removed from the bonds and will not be presented for payment.

OPERATION.—Nine months ending June 30, 1896.

Gross receipts	$ 8,981
Operating expenses	18,032
Deficit from operation	9,051

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road	$103,786	Capital stock	$ 60,000
" equipment	16,214	Funded debt	60,000
Cash	86	Loans	8,121
Material and supplies	450	Accounts payable	1,465
Profit and loss (deficit)	9,050		
Total	$129,586	Total	$129,586

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 4 ft. 8½ in.; 56 lb. and 76 lb. T and girder rail; 6 cars, of which 4 are motor cars and 2 trail cars; Buckeye engines, Walker dynamos and motors, American cars.

OFFICERS.—Pres. H. T. Montgomery, V. Pres. John Duffy, Sec. R. E. Slade, Treas. Jas. H. Moran, Gen. Man. & Pur. Agt. V. A. Krepps, Ch. Engr. of Power Station H. J. Oatman.

DIRECTORS.—H. T. Montgomery, J. H. Moran, V. A. Krepps, J. P. Moran, Geo. L. Miller, John Duffy, Edw. R. Phelps, J. S. Lockwood, R. E. Slade.

GENERAL OFFICE, White Plains, N. Y.

Date of information, May, 1897. b d z

WICHITA, KAN.

Population in 1880, 4,911, in 1890, 23,853.

Wichita Electric Railway & Light Co.—Chartered Feb., 1893; charter expires in 1912. This is a consolidation of the Wichita Street Ry. Co., Riverside & Suburban Ry. Co., and the Citizens' Electric Co.

CAPITAL STOCK, authorized and issued, $450,000.

FUNDED DEBT.—3, 4 and 5 p. c. mortgage bonds, authorized and issued, $300,000; dated 1893, due 1913; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Riverside & Suburban Ry. Co.'s 6 p. c. bonds, $60,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Citizens' Electric Co.'s first mortgage 6 p. c. gold bonds, $100,000; coupon, but may be registered; dated Oct. 1, 1891, due 1911, but subject to call at par on Oct. 1, 1896; denom. $500 and $1,000; int. payable Apr. and Oct., at office of State Trust Co., of New York, trustee of mortgage.

NOTE.—The company has defaulted on the interest of the first mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 35 lb. and 46 lb. T and Johnson rail; 68 cars, of which 47 are motor cars and 21 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Brownell and St. Louis cars.

OFFICERS.—Pres. A. T. Batchelder, V. Pres. A. Faulkner, Treas. G. A. Litchfield, Supt. F. W. Sweet, Elecn. S. Mountain, Ch. Engrs. of Power Station, R. W. Marquis and J. M. Snyder.

GENERAL OFFICE, 100 W. Douglass Avenue.

Date of information, Nov., 1896. d

WILKESBARRE, PA.

The population served by the Wilkesbarre & Wyoming Valley Traction system was (Jan. 1, 1897) approximately 150,000.

Wilkesbarre & Wyoming Valley Traction Co.—Chartered Feb. 9, 1891. Annual meeting last Wednesday in Jan.

This company controls, leases and operates all the lines in Wilkesbarre and in the Wyoming Valley as follows:

	Capital Stock Issued.	Owned.	Funded Debt.
W'barre & Kingston Pass. Ry. Co.	$100,000	$ 99,700	$ 90,000
W'barre & Suburban St. Ry. Co.	100.000	93,500	40,000
Coalville Pass. Ry. Co.	62,400	33,700	12,000
Plymouth St. Ry. Co.	12,000	12,000	
Pittston Street Car Co.	200,000	200,000	200,000
Pittston, Moosic & Pl. Val. St. Ry. Co.	42,000	42,000	
West Pittston & Wyoming St. Car Co.	30,000	30,000	
Nanticoke St. Ry. Co.	12,000	12,000	
Wilkesbarre & West Side Ry. Co.	100,000	92,450	35,000
Wilkesbarre & East Side Ry. Co.	150,000	150,000	*150,000
Plymouth Bridge Co,	75,000	75,000	150,000

* NOTE.—These bonds are in the hands of the trustee of the collateral mortgage bonds (see below), and no interest is payable thereon as long as the interest is paid regularly on the collateral mortgage bonds.

CAPITAL STOCK, authorized and issued, $5,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,500,000; dated Apr. 1, 1891, due, 1921; denom. $1,000; int. payable (free of tax) Apr. and Oct. at Provident Life & Trust Co., of Philadelphia.

5 p. c. collateral trust and mortgage gold bonds, authorized and issued, $325,000; dated Jan. 1, 1895, due 1925; int. payable Jan. and July at Anthracite Savings Bank, of Wilkesbarre, trustee.

Pittston Street Car Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Dec. 11, 1893, due Dec. 11, 1918; denom. $1,000; int. payable June and Dec., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company.

Plymouth Bridge Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Oct. 1, 1894; due, 1924, but subject to call in 1904, and thereafter at the rate of $3,000 per annum; int. payable Apr. and Oct., at Anthracite Savings Bank, trustee of mortgage.

Coalville Passenger Ry. Co.'s mortgage, $12,000.

Wilkesbarre & Suburban Street Ry. Co.'s 5 p. c. bonds, $40,000.

Wilkesbarre & West Side Ry. Co.'s bonds, $35,000.

Wilkesbarre & Kingston Passenger Ry. Co.'s 6 p. c. bonds, $90,000.

NOTE.—The collateral trust and mortgage bonds are secured by the deposit with the trustee of $150,000 stock and $150,000 first mortgage 5 p. c. bonds of the Wilkesbarre & East Side Ry. Co.; $85,000 stock of the Wilkesbarre & Suburban Street Ry. Co. (on which the company guarantees 6 p. c. dividends); $15,000 stock of the Wilkesbarre & West Side Ry. Co., on which the company guarantees 6 p. c. dividends, and a second mortgage on all the property and franchises of the company.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Receipts from passengers	$310,927	$391,954	$443,372	$505,188
" other sources	1,263	8,189	8,569	2,673
" total	312,190	400,143	451,941	507,862
Operating expenses	149,240	196,824	209,600	232,188
Earnings from operation	162,950	203,319	242,341	275,674
Deductions from earnings.				
Interest on bonds	90,000	93,259	100,125	112,960
Interest on floating debt		6,769		
Taxes, claims, ins., etc.		5,122	20,935	34,030
Rentals		8,891	7,880	9,350
Other deductions		8,566	5,275	
Net income		80.711	108,127	119,334
Per ct. op. exp. to total rec'ts.		47.7	46.4	45.7

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.
Construction and equipment	$6,823,039	$6,666,105
Personal property	215,385	215,250
Cash	14,363	4,088
Bills receivable	4,000	167
Sinking fund	6,000	12,472
Supplies	8,600	9,694
Open accounts	60,769	90,965
Total	$7,132,156	$6,998,741
LIABILITIES.		
Capital stock	$5,000,000	$5,000,000
Funded debt	1,653,000	1,825,000
Open accounts	182,534	101,862
Profit and loss (surplus)	296,622	71,879
Total	$7,132,156	$6,998,741

NOTE.—A dividend of 1 p. c. on capital stock was paid on Jan. 30, 1896, and a dividend of like amount semi-annually thereafter, the last dividend having been paid in Jan., 1897. The balance of net income was transferred to improvement account, having been expended in new equipment and betterments.

PLANT AND EQUIPMENT.—Miles of track (electric), 65; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 150 cars, of which 130 are motor cars and 20 trail cars; 3,350 H. P. station plant; Harrisburg F. & M. Works engines and boilers, Gen. Elec., Short and West. dynamos and motors, Brill and St. Louis cars.

OFFICERS.—Pres. B. F. Meyers, Sec. W. G. Eno, Treas. & Gen. Man. J. Graham, Supt. J. C. Meixell, Asst. Supt. J. Clifford, Pur. Agt. L. O. Hoover, Elec. Engr. J. Fagan.

DIRECTORS.—B. F. Meyers, J. J. Patterson, John Graham, J. W. Hollenback, Benj. Reynolds, P. Russ, S. P. Light, W. G. Eno, Robt. McMeen.

REFERENCES.—Description of road, Vol. X, Dec., '94, p. 764 (ill.); description of private car, Vol. IX, June, '93, p. 400 (ill.); annual report, Vol. IX, Feb., '93, p. 129; Vol. X, Feb., '94, p. 146.

Date of information, May, 1897. a d z

Wilkesbarre & Northern Railroad Co.—Chartered in 1896 for 999 years. Annual meeting third Tuesday in Jan. This road is in process of construction and will be completed about June 1, 1897. It operates 4 miles under perpetual contract over the tracks of the Wilkesbarre & Wyoming Valley Traction Co.

CAPITAL STOCK, authorized, $400,000, issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, authorized, $200,000, issued, $125,000; dated Feb., 1896, due 1926; denom. $1,000; int. payable Feb. and Aug., at office of the company; trustee of mortgage, Anthracite Savings Bank, of Wilkesbarre, Pa.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (steam) completed, 8; under construction, 4; gauge, 4 ft. 8½ in.; 60 lb. T rail.

OFFICERS.—Pres. John B. Reynolds, Sec. H. W. Kalisch, Treas. C. W. Laycock, Supt. A. A. Holbrook, Ch. Engr. Thos. Wright, Elecn. Jas. Fagan.

DIRECTORS.—John B. Reynolds, Pierce Butler, P. R. Raife, Andrew Hunlock, P. B. Reynolds, Chas. Shupp, E. Troxell, J. R. I. Wright, Edw. Gunster.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, May, 1897. a z

WILLIAMSPORT, PA.

Population in 1880, 18,934, in 1890, 27,132.

Williamsport Passenger Railway Co.—Chartered Apr. 15, 1863.

CAPITAL STOCK, authorized, $600,000, issued, $338,550; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $169,000, issued, $163,000; dated June 1, 1892, due 1922; denom. $500; int. payable June and Dec., at office of Merchants' National Bank; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Rects. from passengers.	$43,474	$67,658	$64,863	$66,845	$73,954
" other sources....	5,346				2,949
" total	48,820	67,658	64,863	66,845	76,902
Operating expenses....	33,233	50,048	49,646	52,459	59,787
Earnings from operation	15,587	17,610	15,217	14,386	17,115
Deductions from earnings.					
Interest.....		4,236	7,950	7,434	7,140
Taxes.....		1,303	2,305	2,257	1,970
Miscellaneous.....		741			
Net income.....		9,307	4,962	4,695	8,005
Dividends paid.....		5,000			
To surplus account.....		4,307	4,962	4,695	

BALANCE SHEET.—Dated June 30, 1894. 1895. 1896.

ASSETS.			
Cost of road.....	$339,356	$366,925	$529,317
" equipment	62,000	63,117	
Real estate.....	7,452		
Other assets.....	2,218	6,426	27,393
Cash assets.....	2,274	3,047	1,994
Total.....	$413,300	$439,515	$558,704
LIABILITIES.			
Capital stock.....	$258,550	$258,550	$338,550
Funded debt.....	125,000	125,000	163,000
Bills payable.....	13,000	37,786	30,969
Other liabilities.....	4,367		
Profit and loss (surplus).....	12,383	18,179	26,185
Total.....	$413,300	$439,515	$558,704

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 14 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. H. C. Parsons, Sec. & Treas. J. F. Starr, Gen. Man. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—E. H. Davis, H. W. White, C. La Rue Munson, Wm. Emery, J. R. T. Davis.

GENERAL OFFICE, 760 W. 4th St.

Date of information, May, 1897. a z

East End Passenger Railway Co.—Chartered June 11, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $50,000, issued, $18,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000, issued, $14,500; dated Dec., 1893, due 1922; denom. $500; int. payable June and Dec., at office of Merchants' National Bank; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30,	1895.	1896.
Total receipts.....	$3,737	$4,320
Operating expenses.....	6,961	4,819
Deficit from operation.....	3,224	499
Deductions from earnings.		
Interest	322	882
Taxes	69	191
Total deficit.....	3,615	1,573

BALANCE SHEET.—Dated June 30, 1895. 1896.

ASSETS.		
Cost of road.....	$26,016	$26,016
" equipment.....	6,616	6,616
Cash	254	150
Profit and loss (deficit).....	8,072	9,645
Total.....	$40,958	$42,427
LIABILITIES.		
Capital stock.....	$18,000	$18,000
Funded debt.....	12,000	14,500
Bills and accounts payable.....	10,958	9,927
Total	$40,958	$42,427

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. rail; 2 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Jos. W. Cochran, Sec. J. F. Starr, Treas. J. H. Boyer, Gen. Supt. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—J. H. Boyer, E. H. Davis, J. R. T. Davis, J. W. Cochran, J. F. Starr.

GENERAL OFFICE. 760 W. 4th St.

Date of information, May, 1897. a z

South Side Passenger Railway Co.—Chartered Mar. 31, 1892.

CAPITAL STOCK, issued, $25,000.

FUNDED DEBT, issued, $25,000.

OPERATION.—Year ending June 30, 1896.

Gross receipts.....	$11,247
Operating expenses.....	7,945
Earnings from operation.....	3,302
Deductions from earnings.	
Interest	2,000
Taxes	281
Net income.....	1,021

BALANCE SHEET.—Dated June 30, 1896.

Assets.		Liabilities.	
Cost of road.....	$50,000	Capital stock.....	$25,000
Cash	3,419	Funded debt.....	25,000
Open accounts.....	2,116	Interest accrued.....	625
		Accounts payable.....	2,626
		Profit and loss (surplus)..	2,285
Total.....	$55,535	Total.....	$55,535

PLANT AND EQUIPMENT.—Miles of track (electric), 1.8.

OFFICERS.—Pres. J. H. Cochran, Sec. & Treas. E. H. Davis.

DIRECTORS.—E. B. Westfall, J. B. Krause, E. R. Payne, H. C. McCormick.

Date of information, May, 1897. b z

Vallamont Traction Co.—Chartered May 15, 1894. Annual meeting Jan. 9.

CAPITAL STOCK, authorized, $200,000, issued, $101,700.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1894, due 1924; denom. $1,000; int. payable Feb. and Aug.

OPERATION.—Year ending June 30,	1895.	1896.
Receipts from passengers.....	$16,846	$15,857
" other sources.....	124	
" total	16,970	15,857
Operating expenses.....	15,396	11,256
Earnings from operation.....	1,574	4,601
Deductions from earnings.		
Interest.....		8,500
Taxes		703
Net income.....	1,574	*4,601

*Deficit.

BALANCE SHEET.—Dated June 30, 1895. 1896.

ASSETS.		
Cost of road and equipment.....	$252,845	$204,603
Cash	2,738	1,176
Bills and accounts receivable.....	984	3,992
Profit and loss (deficit).....		4,291
Total	$256,567	$214,061
LIABILITIES.		
Capital stock.....	$126,700	$101,700
Funded debt.....	125,000	100,000
Bills and accounts payable.....	3,293	9,861
Profit and loss (surplus).....	1,574	
Accrued interest.....		2,500
Total.....	$256,567	$214,061

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.60; gauge, 4 ft. 8½ in.; 65 lb. T and girder rail; 6 motor cars; West. motors, Lamokin cars; rent power.

OFFICERS.—Pres. J. H. Cochran, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendel.

DIRECTORS.—E. B. Westfall, E. R. Payne, J. B. Krause, H. C. McCormick, E. Deemer, J. H. Cochran.

GENERAL OFFICE, 760 W. 4th St.

Date of information, May, 1897. a b z

WILLIAMSVILLE, N. Y.

Buffalo & Williamsville Electric Railway Co.—Chartered Aug. 10, 1891, for 99 years. Annual meeting first Wednesday in Aug.

CAPITAL STOCK, authorized and issued, $75,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,	1894.	1895.	1896.
Total receipts	$12,272	$12,908	$12,856
Operating expenses	8,607	8,228	7,638
Earnings from operation	3,664	4,680	5,218
Deductions from earnings.			
Taxes	177	567	471
Net income	3,487	4 113	4,747
Total surplus account	4,260	8,373	13,121

BALANCE SHEET.—Dated June 30,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$78,703	$79,910	$81,900
Cash and current assets	2,384	3,463	6,221
Total	$81,087	$83,373	$88,121
LIABILITIES.			
Capital stock	$75,000	$75,000	$75,000
Funded debt	800		
Other liabilities	1,027		
Profit and loss (surplus)	4,260	8,373	13,121
Total	$81,087	$83,373	$88,121

PLANT AND EQUIPMENT.—Miles of track (electric), 4.58; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 6 cars, of which 4 are motor cars and 2 trail cars; 150 H. P. station plant; Noyes engines, Gen. Elec. dynamos and motors, Laclede cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. J. Blocher, V. Pres. E. C. Longnecker, Sec. A. L. Rinewalt, Treas. & Supt. L. L. Grove, Ch. Engr. & Elecn. Chas. Summers.

DIRECTORS.—John Blocher, E. C. Longnecker, A. L. Rinewalt, James Chalmers, D. Wehvle, J. S. Youngs, H. L. Fogelsinger, D. R. Fogelsinger, H. Bernhardt, Chas. Lantz, L. L. Grove.

Date of information, May, 1897. a d z

WILMINGTON, DEL.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Wilmington, is situated on the Delaware River, in northeastern Delaware.

Population.—The population in 1880 was 42,478, and in 1890, 61,431, an increase of 45 per cent.; in 1894 (local estimates), 65,000, in 1896 (local estimates), $70,000.

Railroad Connections.—The Baltimore & Ohio R. R., Pennsylvania R. R., Delaware R. R., N. Y., P. & H. R. R. and Wilmington & Northern R. R. enter the city, and steamboat lines connect it with Philadelphia and other points.

Manufacturing and Commercial Interests.—A capital of about $15,700,000 is employed in the various manufacturing industries of the city, the principal productions being cars, foundry and machine shop products, leather, shipbuilding and carriages and wagons. All the manufacturing interests of Wilmington are well developed, and its car shops command an exceedingly large trade. About 10,200 hands are employed in these industries, receiving in wages about $5,500,000 per annum, and the value of the manufactured product is about $19,100,000 per annum.

Banking Capital.—There are now (1897) 5 national banks with a combined capital and surplus of $1,829,185; 1 state bank, with capital and surplus of $279,000; 2 trust companies, with capital and surplus of $1,200,000, and 3 private banks. The total banking capital is $3,308,185.

Assessed Valuation.—The assessed valuation of real estate is (1896) $39,000,000, the property being assessed at about 75 per cent. of its real value. Personal property is not taxed.

Municipal Debt.—The municipal debt of the city is (1896) $1,868,550.

Tax Rate.—The tax rate is (1896) $18.00 per $1,000.

STREET RAILWAY SYSTEM—Present Companies.

Wilmington City Railway Co.—Chartered Feb. 4, 1864. This company controls and operates the Front & Union Street Passenger Ry. Co.

Capital Stock, $414,284; paid in $8 per share; par value, $10 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $600,000; dated Sept. 1, 1891, due, 1911, but subject to call on or after Sept. 1, 1901; denom. $500; int. payable Mar. and Sept., at office of Equitable Guarantee & Trust Co., of Wilmington, trustee of mortgage.

Dividends.—5 p. c. per annum, payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 25; gauge, 5 ft. 2 in.; 58 lb. and 90 lb. T and girder rail; 72 motor cars; Gen. Elec. dynamos, West. motors.

Officers.—Pres. Preston Lea, V. Pres. W. Saulsbury, Sec. & Treas. Frank T. Webb, Supt. C. F. Hutchings.

Directors.—Preston Lea, Edw. Bringhurst, Jr., Wm. W. Pusey, W. Saulsbury, A. J. Hart, E. W. Dwight, S. C. Biddle.

General Office, Delaware Ave. and Dupont St.

References.—Description of road, Vol. IX, Feb., '93, p. 69 (ill.); operating detail, Vol. XIII, Feb., '97, p. 98; description of parks; (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, May, 1897. a z

Front & Union Street Passenger Railway Co.—Chartered 1881. This company is controlled and operated by the Wilmington City Ry. Co.

Capital Stock, authorized and issued, $50,000.

Plant and Equipment.—Miles of track (electric), 1.75; gauge, 5 ft. 2 in.; 32 lb. and 63 lb. tram and girder rail.

Officers.—Pres. W. W. Pusey, V. Pres. Preston Lea, Sec. & Treas. F. L. Kurtz.

Directors.—W. W. Pusey, Preston Lea, Sam'l C. Biddle, Edw. Bringhurst, Jr., J. P. Pyle, Willard Saulsbury, Alex. J. Hart.

General Office, Front and Union Sts.

Date of information, May, 1897. a z

Gordon Heights Railway Co.

Plant and Equipment.—Miles of track (electric), 2; gauge, 5 ft. 2 in.; 58 lb. T rail; 3 motor cars; West. motors, St. Louis cars.

Officers.—Pres. G. R. Townsend, Treas. H. Emmons, Supt. C. F. Hutchings.

General Office, Market & Ninth Sts.

Date of information, May, 1897. a z

Wilmington & New Castle Electric Railway Co.—This company owns a perpetual charter. It commenced operation in Mar., 1897. The company's charter permits it to carry passengers and freight, and it supplies electric light to the city of New Castle.

Capital Stock, authorized and issued, $150,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Aug. 1, 1896, due 1926; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia., trustee of mortgage.

Note.—The mortgage provides that $2,000 per annum shall be passed to a sinking fund after Aug., 1901.

Plant and Equipment.—Miles of track (electric), in operation 5.5, under construction 7; 58 lb. T and 70 lb. girder rail; 13 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. F. H. Treat, Sec. L. L. Day, Treas. C. P. King.

Treasurer's Office, 721 Walnut St., Philadelphia, Pa.

Date of information, May, 1897. a z

WILMINGTON, N. C.

Population in 1880, 17,350, in 1890, 20,056.

The Wilmington Street Railway Co.—Chartered Mar., 1887, for 50 years. Road opened July 17, 1888.

CAPITAL STOCK.—Common stock, $100,000; par value, $100 per share.

6 p. c. cumulative first preferred stock, $40,000; par value, $100 per share. This stock is part of $400,000 capital stock authorized.

6 p. c. cumulative second preferred stock, $60,000; par value, $100 per share. This stock is part of $400,000 capital stock authorized.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated Apr. 1, 1895, due 1920; int. payable Apr. and Oct.; trustee of mortgage, State Trust Co., of New York.

NOTE.—The present mortgage bond issue takes the place of a prior issue of $250,000, of which $25,000 only were sold, the remainder having been used as collateral. It is understood that the outstanding bonds of this prior issue have been retired and the mortgage cancelled.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.
Gross receipts	$33,852	$33,815	$	36,934
Operating expenses	26,740	25,611		24,439
Earnings from operation	7,112	8,204	11,858	12,495

PLANT AND EQUIPMENT.—Miles of track, 6; operated by electricity, 4.5, by steam, 1.5; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Lewis & Fowler and Jackson & Sharp cars.

OFFICERS.—Pres. H. A. Whiting, V. Pres. B. F. O'Connor, Sec. & Treas. J. W. Martenis, Gen. Man. M. F. H. Gouverneur, Ch. Engr. H. Hues.

DIRECTORS.—H. A. Whiting, B. F, O'Connor, J. W. Martenis, T. A. McIntyre, C. A. Lieb, O. T. Crosby, J. H. Barnard.

REFERENCE.—Description of road, Vol. VIII, July,'92, p. 398 (ill.).

Date of information, May, 1897. z

WINDSOR, ONT.

Population of Windsor, Sandwich & Amherstburg (local estimates), 15,000.

Sandwich, Windsor & Amherstburg Railway Co.—Chartered 1873; charter amended in 1887 and 1891, and made perpetual.

CAPITAL STOCK, authorized, $500,000, issued, $315,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 25 cars, of which 21 are motor cars and 4 trail cars; Brown & Robb engines, West. and Detroit dynamos and motors, Brill, Laclede, Ottawa and St. Louis cars, Brill trucks.

OFFICERS.—Pres. J. Coventry, V. Pres. G. M. Hendrie, Sec. James Anderson, Treas. W. J. Pulling, Supt. R. R. Canfield, Elecn. Ernest Schultz, Ch. Engr. of Power Station, Irving Lloyd.

DIRECTORS.—John Coventry, John Davis, Wm. Hendrie, Robt. Thomson, Wm. J. McKee, Wm. J. Pulling, Geo. M. Hendrie, Jas. Anderson.

GENERAL OFFICE, Windsor, Ont.

Date of information, May, 1897. a z

WINFIELD, KAN.

Population in 1880, 2,844, in 1890, 5,147.

Union Street Railway Co.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft.; 16 lb. to 35 lb. T and Johnson rail; 20 horses, 5 horse cars.

OFFICERS.—Owner, S. E. Compton, Supt. John Trezise.

Date of information, May, 1897. a z

WINNIPEG, MAN.

Population in 1881, 7,985, in 1891, 25,642, in 1895 (local estimates), 40,000.

Winnipeg Electric Street Railway Co.—Chartered and municipal franchises granted 1892, for 35 years. Annual meeting Feb. 4. The Winnipeg Street Ry. Co. has been consolidated with this company.

CAPITAL STOCK, authorized and issued, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 16.4; gauge, 4 ft. 8½ in.; 56 lb. T rail; 41 cars, of which 24 are motor cars and 17 trail cars; 1,000 H. P. station plant; Lawrie and Goldie & McCullough engines, Can. Gen. Elec. dynamos, Can. Gen. Elec. and West. motors, Toronto and Patterson & Corbin cars, Brill, Bemis and Fulton trucks.

OFFICERS.—Pres. Jas. Ross, V. Pres. Wm. Whyte, Sec. F. M. Morse, Treas. Wm. McKenzie, Supt. H. J. Somerset.

GENERAL OFFICE, Main St., Winnipeg, Man.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 46.

Date of information, May, 1897. a z

WINONA, MINN.

Population in 1880, 10,208, in 1890, 18,208.

Winona Railway & Light Co.—This company in Apr., 1896, bought the property of the Winona General Electric Co., which was sold to satisfy claims of bondholders.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars; Ide and Ball engines, Gen. Elec. dynamos and motors, Northern cars.

OFFICERS.—Pres. Arthur Perry, V. Pres. R. T. Payne, Sec. & Treas. Allston Burr, Gen. Man. S. B. Livermore, Ch. Engr. R. Paton.

Date of information, May, 1897. d z

WINSTON, N. C.

Population of Winston and Salem in 1880, 4,194, in 1890, 10,729.

Winston-Salem Railway & Electric Co.—Chartered Jan. 27, 1891, for 90 years. Annual meeting third Monday in Oct. This is a consolidation of the Winston Electric Light & Power Co. and the Winston-Salem Street Ry. Co. The charter conveys exclusive right of operation in Winston and Salem. The road is leased by the Twin City Construction Co., which guarantees fixed charges.

CAPITAL STOCK, authorized, $250,000, issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $250,000, issued, $125,000; dated 1891, due 1921; denom. $1,000; int., payable Mar. and Sept., at office of The State Trust, of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.75; gauge, 4 ft. 8½ in.; 45 lb. Johnson girder rail; 12 cars, of which 9 are motor cars and 3 trail cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. J. H. McClement (New York), V. Pres. F. J. Sprague (New York), Sec. & Treas. R. G. Day, Asst. Sec. Treas. & Pur. Agt. W. H. Barham, Supt. Ch. Engr. & Elecn. F. W. McClement.

GENERAL OFFICE, Winston, N. C.; Secretary's Office, 44 Broad St., New York.

Date of information, May, 1897. d z

WOODBRIDGE, N. J.

Population in 1880, 4,099, in 1890, 4,665.

Woodbridge & Sewaren Electric Street Railway Co.

CAPITAL STOCK, issued, $50,000, paid in, $10,000.

FLOATING DEBT, $41,062.

OPERATION.—Year ending Dec. 31, 1896.

Gross receipts	$3,029
Operating expenses	3,620
Deficit from operation	591

PLANT AND EQUIPMENT.—Miles of track (electric), 4.7.

OFFICER.—Pres. C. W. Boynton.

Date of information, Feb., 1897. b y

WOODLAND, CAL.

Population in 1880, 2,257, in 1890, 3,069.

Woodland Street Railway Co.—This company has suspended operation.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1; gauge, 3 ft.; 30 lb. T rail; 4 horses, 3 horse cars.

OFFICERS.—Pres. T. Ross, V. Pres. G. D. Fiske, Sec. L. W. Hilliker, Treas. T. Armstrong, Supt. M. McCutcheon.

Date of information, Feb., 1897. a

WOONSOCKET, R. I.

Population in 1880, 16,050, in 1890, 20,830.

Woonsocket Street Railway Co.—Chartered June 4, 1886.

CAPITAL STOCK, authorized, $200,000, issued, $140,000.

FUNDED DEBT, $200,000.

OPERATION.—Year ending June 30,

	1892.	1893.	1894.	1895.	1896.
Gross receipts	$26,956	$29,755	$30,270	$31,573	$42,158
Operating expenses	24,790	27,108	25,238	26,429	35,892
Earnings from operation	2,166	2,647	5,032	5,144	6,266
Deduct's from earnings.					
Interest	331	693	6,329	8,533	9,934
Taxes	378	441	746	593	770
Other expenses					125
Net income	1,456	1,512	*2,043	*3,982	*4,563

* Deficit.

BALANCE SHEET.—Dated June 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$199,722	$200,768	$303,530
" equipment	38,960	45,930	54,730
Other assets	7,259	1,038	7,371
Profit and loss (deficit)	22,260	25,531	32,332
Total	$268,201	$273,267	$397,963
LIABILITIES.			
Capital stock	$100,000	$100,000	$140,000
Funded debt	160,000	160,000	200,000
Floating debt	8,201	13,267	57,963
Total	$268,201	$273,267	$397,963

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 35 lb. and 50 lb. T rail; 3 horses, 34 cars, of which 1 is a horse car, 26 are motor cars and 7 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. J. P. Ray, Sec. Willard Kent, Treas. Walter Whittlesey, Supt. H. M. Young.

DIRECTORS.—Edwd. H. Rathbun, Thos. Martin, Walter Whittlesey, of Chelsea, Mass.; H. L. Whittlesey, of West Newton, Mass.; Chas. H. Wilson, of Boston, Mass.; Edgar K. Ray, of Unionville, Mass.; and Willard Kent, of Woonsocket.

GENERAL OFFICE, 6 So. Main St.

Date of information, Dec., 1896. b d

WORCESTER, MASS.

MUNICIPAL STATISTICS AND INFORMATION.

Location.—Worcester is located in nearly the geographical center of Massachusetts. It is one of the capitals of Worcester County.

Suburbs.—The towns of Leicester, Spencer and Millbury are connected with Worcester by street railway lines.

Population.—The population in 1880 was 58,291, and in 1890, 84,655, an increase of 45 per cent.; in 1895 98,800. The population of the three suburbs named is, in 1896 (local estimates), 100,000.

Railroad Connections.—The following railroads enter the city. Boston & Albany R. R., Boston & Maine R. R., Fitchburg R. R., New York & New England R. R., Old Colony R. R., New York, New Haven & Hartford R. R., Worcester & Shrewsbury R. R.

Manufacturing and Commercial Interests.—A capital of about $25,300,000 is employed in the various manufacturing industries of the city, the principal productions being iron and steel wares, machinery, wire goods, boilers, hardware, furniture, stoneware, tools, carpets, corsets, skates, woolen goods, boots and shoes, musical instruments, envelopes, leather belting and hose, firearms, cotton goods. Worcester has a great export trade in all its manufactured products. About 22,000 hands are employed in the manufacturing industries, receiving in wages about $11,700,000 per annum, and the value of the product is about $39,500,000 per annum.

Banking Capital.—There are now (1897) 7 national banks with a combined capital and surplus of $3,031,300; 1 trust company with capital and surplus of $300,000, and 1 private bank. The total banking capital is $3,331,300.

Assessed Valuation.—The total assessed valuation of real and personal property is (1896), $90,689,700.

Municipal Debt.—The municipal debt of the city less sinking funds is (1896) $2,931,265,

Tax Rate.—The tax rate is (1896) $15.60 per $1,000.

STREET RAILWAY SYSTEM—Descriptive.

Worcester is irregularly laid out over a broken and hilly area of large extent. It is a place of much manufacturing importance and activity. The leading industry is the manufacture of iron in various forms and its wire mills are the largest in the world. The residential and suburban sections are particularly beautiful and cover a large area. The wage earning classes are thrifty and are largely house owners. The various street car routes meet at or near the City Hall square in the center of the city on the main business thoroughfare.

STREET RAILWAY SYSTEM—Present Companies.

Worcester Traction Co.—Chartered 1893. This company was organized for the purpose of controlling various street railway properties in central Massachusetts through ownership of stock, and is not an operating company. The dividends upon its capital stock are derived from the surplus earnings, over and above interest charges, of the operating companies which it controls.

The company owns the entire capital stock of the Worcester Consolidated Street Ry. Co. (which see for report of operation).

Capital Stock.—Common stock, authorized and issued, $3,000,000; par value, $100 per share.

6 p. c. cumulative preferred stock, $2,000,000, redeemable at 105 and accrued dividend, on 30 days' notice by the company.

Funded Debt.—The Worcester Traction Co., as such, has no funded debt, but has guaranteed the debentures ($500,000) of the Worcester Consolidated Street Ry. Co.

Officers.—Pres. C. B. Pratt, V. Pres. A. G. Bullock, Sec. T. C. Barr, Treas. A. H. Stone.

Directors.—C. B. Pratt, of Worcester; Thos. C. Barr, of Newark; C. H. Clark, Jr., of Philadelphia; F. H. Dewey, of Worcester; C. M. Wicker, of New York; Stephen Salisbury and A. G. Bullock, of Worcester.

General Offices, Worcester, Mass., and Newark, N. J.

References.—Description of power plant, Vol. IX, July, '93. p. 438; Vol. X, Jan., '94, p. 13 (ill.); financial and annual reports, Vol. IX, Aug., '93, p. 559.

Date of information, May, 1897. a z

Worcester Consolidated Street Railway Co.—Chartered 1869. This company leases the property of the North End Street Ry. Co., for a term of 99 years from Aug. 1, 1895; also the property of the Worcester & Shrewsbury Street Ry. Co., for 99 years from July 1, 1896.

Capital Stock.—authorized and issued, $700,000, all in treasury of Worcester Traction Co.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Aug. 1, 1887, due 1897 to 1907, at option of company; denom. $1,000; int. payable Feb. and Aug., at office of company; trustee of mortgage, Obadiah B. Hadwen, of Worcester.

Debenture 5 p. c. gold bonds, $500,000; coupon, but may be registered; dated Feb. 1, 1894, due 1914; denom. $1,000; int. payable in gold Feb. and Aug., at office of company.

Note.—The debenture bonds above specified provide that this company will not issue debenture bonds beyond this amount, nor execute any mortgage, nor permit any other encumbrance or lien upon its property (except as hereafter specified), unless the payment of said $500,000 of bonds, or such part thereof as may be issued and outstanding, shall first be secured by a prior lien thereon; but the company may, without committing a breach of this agreement, mortgage its property for the purpose of renewing and securing the present issue of $150,000 of bonds now outstanding at such time as the same shall mature, and may also mortgage any extension or branch lines which it may hereafter purchase or contract to purchase to secure an issue of bonds or other obligations; limited, however, to the sum paid for the lines so purchased, or to the sum said company may hereafter pay for the necessary franchises and privileges for constructing and operating said extensions and branch lines, plus the actual cost of constructing and equipping same, including the purchase of rolling stock, construction of power houses, etc.; and limited further to the maximum of $25,000 per mile of said extensions and branch lines, and the proper proportions for less than a mile. Or the railway company may issue bonds or other obligations to the said amount for the aforesaid purpose without executing a mortgage to secure the same. The company may also place a mortgage upon all its property real and personal provided that proper precaution is made for the exchange of $500,000 of bonds, or as many of them as may be issued and outstanding for bonds secured by such mortgage bond for bond.

The company reserves the right to pay and redeem these debenture bonds upon thirty days' notice, at any time before its maturity, on payment of 2½ per cent. premium and accrued interest.

Operation.—Year ending Sept. 30,

	1892.	1893.	1894.	1895.	†1896.
Rcpts. from passeng'rs.	$314,004	$332,224	$345,223	$414,304	$484,995
" other sources...	4,469	5,433	9,776	6,195	6,380
" total.....	318,473	337,657	355,000	420,499	491.375
Operating expenses...	247,537	258,884	284,215	309,787	371,530
Earn. from operation..	70,936	78,773	70,785	110,712	119,845
Deduct from earnings.					
Interest charges.....	15,912	7,640	27,621	33,649	34,162
Taxes.....	7,959	18,174	15,614	17,867	18,373
Rentals.....			2,244	262	8,521
Net income.....	47,065	52,960	25,306	58,933	58,789
Dividends paid.....	28,000	70,000	24,500	56,000	56,000
To surplus account....	19,065	*17,040	806	2,933	2,789
Total surplus account..	37,960	16,342	96,061	98,334	101,123
P. c. op. exp. to tot. rec.	78.0	76.6	80.1	73.7	75.6
" " " div. paid	8	10	3½	8	8
Stock receiving divid's.	350,000	700,000	700,000	700,000	700,000

* Deficit. † Including the report of the Worcester & Shrewsbury Street Ry. Co. for 3 months, from July 1, 1896 (date of lease), to Sept. 30, 1896.

Balance Sheet.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road.....	$1,021,093	$1,061,836	$1,076,421
" equipment.....	227,612	232,451	233,638
Cash and current assets.....	58,019	46,562	44,578
Real estate and other assets.....	216,167	204,754	204,754
Total.....	$1,522,892	$1,545,603	$1,559,392
LIABILITIES.			
Capital stock.....	$ 700,000	$ 700,000	$ 700,000
Funded debt.....	650,000	650,000	650,000
Floating debt.....	76.831	97,269	108,269
Profit and loss.....	96,061	98,334	101,123
Total.....	$1,522,892	$1,545,603	$1,559,392

Plant and Equipment.—Miles of track (electric), owned, 32, leased, 12.6; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 125 cars, of which 119 are motor cars and 6 trail cars; Lake Erie engines, Gen. Elec. and West. dynamos and motors, Laclede, Jones and Stephenson cars.

Officers.—Pres. Chas. B. Pratt, V. Pres. A. Geo. Bullock, Sec. & Treas. A. H. Stone, Supt. J. N. Akarman, Ch. Engr. of Power Station W. W. McKee, Elecn. T. S. Adams.

Directors.—Chas. B. Pratt, A. Geo. Bullock, F. H. Dewey, T. C Barr, Edw. J. Moore.

General Office, 15 Market St., Worcester, Mass.

Please note date of information at end of each report.

References.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. X, Dec., '94, p. 814.

Date of information, May, 1897. a b z

Worcester & Suburban Street Railway Co.—This is a consolidation, on Feb. 1, 1895, of the Worcester, Leicester & Spencer Street Ry. Co. and the Worcester & Millbury Street Ry. Co.

Capital Stock, authorized and issued, $542,500; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $186,500; coupon, but may be registered; dated May 1, 1895, due 1915, but redeemable at 104 and interest after May 1, 1900; denom. $500; int. payable May and Nov., at International Trust Co., of Boston, trustee of mortgage.

Operation.—Combined operating report of the Worcester, Leicester & Spencer Street Ry. Co., in 1892, of the two companies in 1893-4, and of the consolidated companies in 1895-6.

Year ending Sept. 30,	1892.	1893.	1894.	1895.	1896.
Rects. from pass...	$100,846	$139,173	$116,600	$133,657	$142,592
" other sources	794	2,301	2,281	2,153	2,043
" total.....	101,640	141,474	118,881	135,810	144,635
Operat'g expenses..	67,357	104,561	90,278	91,290	92,572
Earn. from opera'n.	34,283	36,913	28,603	44,520	52,063
Deduct. from earns.					
Interest charges .	1,906	4,059	9,164	10,824	13,629
Taxes.....	61	3,852	8,707	8,968	8,944
Other deductions.				3,794	2,854
Net income...	32,316	29,002	10,732	20,934	26,636
Dividends paid....	7,500	15,750	25,111	16,275	21,700
To surplus account.	24,816	13,252	*14,379	4,659	4,936
Total surplus acct..	24,816	23,067	8,687	13,346	18,282
Per cent op. exp. to total receipts.....	66.1	73.9	75.9	67.2	64.1
Stock receiving dividends	250,000	525,000		542,500	542,500

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.
General expenses.....	$14,495	$13,956
Transportation expenses.....	54,772	56,795
Maintenance of road and structures.....	10,671	7,451
" " equipment.....	11,351	14,369
Total.....	$91,290	$92,572

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.
Passengers carried.....	2,904,276	3,101,367
Car miles run.....	500,086	619,408
Total receipts per car mile.....	$.271	$.234
Operating expenses per car mile.....	.182	.150

Balance Sheet.—Dated Sept. 30,

	1895.	1896.
ASSETS.		
Cost of road.....	$395,745	$397,487
" equipment.....	180,327	190,571
" land and buildings.....	195,404	195,255
Other permanent property.....	17,222	17,243
Cash	2,608	889
Bills and accounts receivable.....	2,000	1,497
Other cash and current assets.....	11,776	16,154
Materials and supplies.....	10,682	10,660
Total.....	$815,764	$829,757
LIABILITIES.		
Capital stock.....	$542,500	$542,500
Funded debt.....		186,500
Loans and bills payable.....	258,946	78,535
Interest accrued and not yet due.....	972	3,940
Profit and loss (surplus).....	13,346	18,282
Total.....	$815,764	$829,757

Plant and Equipment.—Miles of track (electric), 23.14; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb girder and T rail; 48 motor cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. & Gen. Man. Edwin L. Watson, Treas. Thos. T. Robinson, Gen. Counsel B. W. Potter, Supt. John B. Gorman.

Directors.—Edwin L. Watson, W. F. Whittemore, of Leicester, Mass.; Sam'l E. Winslow, Geo. A. Smith, of Worcester, Mass.; Isaac L. Prouty, of Spencer, Mass., Thos. T. Robinson, of Dedham, Mass.; H. M. Goddard, of Millbury, Mass.

General Office, 43 Park St., Worcester, Mass.

References.—Description of road, Vol. VII, Sept. '91, p. 475; Vol. VII, Oct., '91, p. 505 (ill.); annual report, Vol. IX, Dec., '93, p. 842; Vol. X, Dec., '94, p. 814; increase of stock, Vol. IX, Aug., '93, p. 558; annual report, Vol. IX, Jan., '93, p. 842.

Date of information, May, 1897. b y

North End Street Railway Co.—This property is leased to the Worcester Consolidated Street Ry. Co. (which see), for 99 years from Aug. 1, 1895.

Capital Stock, authorized and issued, $110,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $75,000; due Feb. 1, 1915

Date of information, May, 1897. a z

Worcester & Shrewsbury Street Railway Co.—This property was leased on July 1, 1896, to the Worcester Consolidated Street Ry. Co. (which also see), for 99 years.

Capital Stock, authorized and issued, $20,000; par value, $100 per share.

Operation.—Year ending	Sept. 30, 1893.	Sept. 30, 1894.	Sept. 30, 1895.	9 mos. ending July 1, †1896.
Receipts from passengers.....	$2,945	$2,799	$2,457	$1,415
" other sources.....	13			
" total.....	2,958	2,799	2,457	1,415
Operating expenses.....	2,415	2,521	2,401	2,019
Earnings from operation.....	543	278	55	*604
Deductions from earnings.....		153	148	150
To surplus account.....		125	*93	*754
Total surplus account.....	543	668	575	*178

*Deficit. †The report of this company after July 1. 1896, is included in the report of the Worcester Consolidated Street Ry. Co. (which see).

Balance Sheet.—Dated Sept. 30,

	1894.	1895.	1896.
ASSETS.			
Cost of road	$11,700	$11,700	$11,700
" equipment.....	8,300	8,300	8,300
Cash and current assets.....	668	576	178
Total.....	$20,668	$20,576	$20,178
LIABILITIES.			
Capital stock.....	$20,000	$20,000	$20,000
Profit and loss (surplus).....	668	576	178
Total.....	$20,668	$20,576	$20,178

Date of information, May, 1897. a b z

NEW CORPORATION.

Worcester & Marlborough Street Railway Co.—This road is not yet in operation, but contracts have been let for construction work.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 18; 20 motor cars; Green engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. J. Russell Marble (Worcester), Sec. R. P. Clapp (Boston), Treas. S. Reed Anthony (Boston), Gen. Man. E. P. Shaw, Jr. (Newburyport).

Date of information, Apr., 1897. d

WYMORE, NEB.

Population in 1890, 2,420.

Wymore & Blue Springs Transit Co.—Chartered Dec. 1, 1894. This is a reorganization of the Wymore & Blue Springs Ry. Co.

CAPITAL STOCK, authorized and issued, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 3 ft. 6 in., 22 lb. T rail; 6 horses, 4 horse cars.

OFFICERS.—Pres. Alex. Stewart, V. Pres. Ch. Engr. Sec. & Treas. H. C. Van Buskirk, Gen. Man. & Pur. Agt. S. T. G. Moore, Supt. S. Murphy.

Date of information, Dec., 1894.

XENIA, O.

Population in 1880, 7,026, in 1890, 7,301.

Rapid Transit Co. of Ohio.—Chartered to build an electric railway from Springfield, through Yellow Springs, to Xenia, a distance of eighteen miles. Franchises have been granted, surveys made and capital promised, but the road is not yet in operation.

CAPITAL STOCK, $300,000.

OFFICERS.—Pres. W. R. Baker, V. Pres. J. W. Neff, Sec. Marcus Shoup.

Date of information, May, 1897. z

Please note date of information at end of each report.

YARMOUTH, N. S.

Population (1894) about 6,500.

Yarmouth Street Railway Co.

CAPITAL STOCK, authorized and issued, $54,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft.; 45 lb. T rail; 5 cars, of which 3 are motor cars and 2 trail cars; Burrell-Johnson engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

OFFICERS.—Pres. R. Caie, V. Pres. John Lovitt, Sec. Treas. & Gen. Man. B. B. Law, Supt. Geo. E. Perry, Ch. Engr. & Elecn. Judson Skinner.

Date of information, Dec., 1896. d

YONKERS, N. Y.

Population in 1880, 18,892, in 1890, 32,033.

The Yonkers Railroad Co.—Chartered Mar. 30, 1896, as a consolidation of the Yonkers R. R. Co., the North & South Electric Ry. Co. and the Yonkers & Tarrytown Electric R. R. Co. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $1,000,000, issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $1,000,000, issued, $600,000; dated Apr. 1, 1896, due 1946; int. payable Apr. and Sept.

OPERATION.—Year ending Dec. 31,	1894.	1895.	1896.
Receipts from passengers	$65,271	$74,319	$101,826
" other sources	1,731	2,119	675
" total	67,002	76,438	102,501
Operating expenses	54,338	57,626	69,282
Earnings from operation	12,664	18,812	33,219
Deductions from earnings.			
Interest on bonds	6,019	6,944	26,360
" " loans		7,953	
Taxes	1,299	2,355	3,626
Rentals	7,073		
Other deductions			4,148
Net income	† 1,727	1,561	† 915

† Deficit.

BALANCE SHEET.—Dated Dec. 31,	1894.	1895.	1896.
ASSETS.			
Cost of road and equipment	$733,439	$717,136	$
Current assets	1,580		
Cash assets	847	1,243	
Open accounts		297	
Materials and supplies		1,594	
Profit and loss (deficit)		35,662	
Total	$735,866	$755,932	$1,221,205
LIABILITIES.			
Capital stock	$126,400	$126,400	$ 600,000
Funded debt	425,000	425,000	600,000
Loans and bills payable	125,851		
Interest on funded and unfunded debt.		19,269	7,500
Loans		156,742	
Accounts payable		10,022	2,084
Real estate mortgage		18,500	
Other liabilities	57,593		7,218
Profit and loss (surplus)	1,022		4,403
Total	$735,866	$755,932	$1,221,205

PLANT AND EQUIPMENT.—Miles of track (electric), 11.21; gauge, 4 ft. 8½ in.; 50 lb. to 90 lb. T, tram and girder rail; 29 motor cars; Ball & Wood engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Stephenson and Brill cars.

OFFICERS.—Pres. A. L. Johnson (34 Nassau St., N. Y.), Sec. J. F. Van Namee (33 Wall St., N. Y.), Treas. James M. Edwards (33 Wall St., N. Y.), Gen. Man. C. M. Johnson, Supt. Robt. Stetson, Act. Supt. J. L. Adams.

DIRECTORS.—A. L. Johnson, Jas. M. Edwards, R. T. Wilson, M. O. Wilson, C. Burns, A. Crolius, J. F. Van Namee, R. T. Wilson, Jr., J. H. Ingraham.

GENERAL OFFICE, foot of Main St., Yonkers, N. Y.; New York office at office of R. T. Wilson & Co., 33 Wall St.

REFERENCES.—Description of road, Vol. VIII, July, '92, p. 391 ill.); description of boiler room, Vol. VIII, Aug., '92, p. 458 (ill.).

Date of information, Jan., 1897. b

YORK, PA.

Population in 1880, 13,940, in 1890, 20,794, in 1895, about 24,000.

York Street Railway Co.—Chartered Feb. 8, 1886. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $200,000, issued, $165,800; par value, $50 per share. Dividends payable Jan. and July.

FUNDED DEBT, $120,000.

OPERATION.—Year ending June 30,	1893.	1894.	1895.	1896.
Receipts from passengers	$31,897	$40,577	$47,091	$56,273
" other sources	706	880	1,413	1,350
" total	32,603	41,457	48,504	57,623
Operating expenses	26,138	33,122	36,954	42,557
Earnings from operation	6,465	8,335	11,550	15,066
Deductions from earnings.				
Interest				2,417
Taxes	256	258		3,626
Net income				9,023
Dividends paid	5,646	9,377		6,658
To surplus account				2,365

DIVIDENDS, 5 p. c. per annum; 6½ p. c. was declared in 1894.

BALANCE SHEET—Dated	Jan 17, 1895.	June 30, 1895.	June 30, 1896.
ASSETS.			
Cost of road	$151,708	$159,968	$170,214
" equipment	79,523	82,731	89,488
Real estate	29,284	29,492	30,025
Cash assets	6,797	4,457	3,688
Supplies	1,479	1,148	1,916
Total	$268,791	$277,796	$295,331
LIABILITIES.			
Capital stock	$161,950	$165,300	$165,800
Bills payable	100,000	110,000	120,000
Other liabilities	162	476	5,116
Profit and loss (surplus)	6,679	2,020	4,415
Total	$268,791	$277,796	$295,331

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. girder and T rail; 34 cars, of which 28 are motor cars and 6 trail cars; Russell-Corliss engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and Jackson & Sharp cars, Brill trucks.

OFFICERS.—Pres. W. H. Lanius, V. Pres. D. K. Trimmer, Sec. G. S. Schmidt, Treas. & Pur. Agt. Chas. H. Mayer, Supt. J. H. Mellinger.

DIRECTORS.—W. H. Lanius, D. K. Trimmer, G. Hersh, John Fahs, Geo. P. Smyser, Logan A. Marshall, Silas H. Forry.

GENERAL OFFICE, Room 4, Rupp Bldg., Centre Sq.

Date of information, May, 1897. b z

YOUNGSTOWN, O.

Population in 1880, 15,435, in 1890, 33,220, in 1895, 40,000.

Youngstown Street Railway Co.—This company has been consolidated with the Mahoning Valley Electric Ry. Co., forming the Mahoning Valley Ry. Co. (which see).

Date of information, May, 1897. a z

Mahoning Valley Railway Co.—Chartered in 1896 as an actual consolidation of the Youngstown Street Ry. Co. and the Mahoning Valley Electric Ry. Co.

CAPITAL STOCK, $1,500,000.

FUNDED DEBT.—5 p. c. mortgage bonds, issued $900,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.75; gauge, 4 ft. 8½ in.; 48 lb. to 70 lb. T and girder rail; 34 motor cars, Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. B. F. Miles, 1st V. Pres. C. F. Clapp, 2d V. Pres. R. G. Sykes, Sec. John E. McVey, Treas. & Gen. Man. A. A. Anderson.

DIRECTORS.—James Parmelee, G. E. Herrick, M. T. Herrick, W. H. Lawrence, B. F. Miles, C. F. Clapp, R. G. Sykes, A. A. Anderson.

GENERAL OFFICE, West Federal St., Youngstown, O.

REFERENCE.—Description of parks (brief), Vol. XIII, Feb. '97, p. 94.

Date of information, May, 1897. a z

Youngstown, Park & Falls Street Railway Co.—This road is not yet in operation. Chartered 1893, for 50 years; municipal franchise granted in 1896, for 25 years. Annual meeting Sept. 1.

CAPITAL STOCK, authorized, $200,000, issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $200,000, issued, none; coupon, but may be registered; dated July, 1895, due 1919; denom. $500; int. payable at office of Mercantile Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 45 lb. T and 68 lb. girder rail.

OFFICERS.—Pres. H. G. Hamilton, Sec. & Treas. Grant E. Hamilton.

Please note date of information at end of each report.

DIRECTORS.—H. G. Hamilton, L. T. Foster, G. E. Hamilton, H. G. Peters, J. M. Walter.

GENERAL OFFICE, Youngstown, O.

Date of information, Feb., 1897. a

Mahoning Valley Electric Railway Co.—This company has been consolidated with the Youngstown Street Ry. Co., forming the Mahoning Valley Ry. Co. (which see).

Date of information, May, 1897. a z

ZANESVILLE, O.

Population in 1880, 18,113, in 1890, 21,009, in 1897 (local estimates), 27,000.

The Zanesville Railway & Electric Co.—Chartered July 9, 1896, as the successor to the Zanesville Electric Street R.R. Co.

CAPITAL STOCK, authorized, $500,000, issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $175,000; dated May 1, 1891, due 1911; denom. $1,000; int. payable May and Nov., at office of International Trust Co., of Boston, trustee of mortgage.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, none, in escrow to retire first mortgage bonds, $175,000; dated Sept. 1, 1896, due 1916; denom, $1,000; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Feb. 3, 1896.

Gross receipts	$46,461
Operating expenses	30,361
Earnings from operation	16,100
Deductions from earnings.	
Interest	10,500
Net income	5,600

BALANCE SHEET.—Dated Oct. 1, 1896.

Assets.		Liabilities.	
Cost of road and equip.	$ 497,776	Capital stock	$ 500,000
Cash	4,510	First mortgage bonds	175,000
Escrow bonds	300,000	Consolid. mortg. bonds	500,000
Treasury bonds	200,000	Bills and accts. payable	122,650
Treasury stock	300,000	Other liabilities	2,190
		Profit and loss (surplus)	2,446
Total	$1,302,286	Total	$1,302,286

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 6 ft. 2 in.; 50 lb. girder and T rail; 21 cars, of which 11 are motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. John Hoge, V. Pres. Wm. M. Bateman, Sec. K. B. Conger, Treas. Geo. H. Stewart, Gen. Man. H. R. Newkirk.

DIRECTORS.—John Hoge, Wm. M. Bateman, Wm. M. Shinnick, H. R. Newkirk, John B. Hoefgen, K. B. Conger.

REFERENCES.—Description of road, Vol. XIII, Feb. '97, p. 83 (ill); description of parks, Vol. XIII, Feb. '97, p. 94.

Date of information, Feb., 1897. a

ADDENDA.

The following information and corrections have been received too late for publication in the body of AMERICAN STREET RAILWAY INVESTMENTS:

ALBANY, N. Y.

The Albany Railway.—In May, 1897, the directors of this company authorized a new bond issue as follows:

General mortgage 5 p. c. gold bonds, authorized, $750,000, issued (see Note), $375,000, in escrow (see Note), $375,000; dated 1897, due 1947; trustee of mortgage, Central Trust Co.

Note.—$100,000 of the general mortgage bonds have been issued for the purpose of retiring prior liens, and $275,000 have been issued to cover the cost of extensions to Cohoes and Rensselaer.

BALTIMORE, MD.

In 1897 the Baltimore Traction Co. and the City & Suburban Ry. Co. were consolidated into a new company to be known as the Consolidated Traction Co. It is understood that the Consolidated Traction Company will make no new bond issue, but will assume the entire bond issues of the two consolidating companies. It is also understood that the new company will issue $9,000,000 of new stock to be exchanged for the outstanding stock of the old companies.

BIRMINGHAM, ALA.

Birmingham Railway & Electric Co.— In funded debt read "in treasury, $90,000," instead of "outstanding, $90,000."

CHICAGO, ILL.

North Chicago Street Railroad Co.—In description of funded debt, read "The company has guaranteed the principal and interest of $286,000 of the bonds of the North Chicago Electric Ry Co.," etc. instead of the "Chicago Electric Ry. Co.," etc.

HOLYOKE, MASS.

Holyoke Street Railway Co.—Read "Capital stock, authorized and issued, $400,000," instead of "authorized, $400,000, issued, $250,000."

LOUISVILLE, KY.

Louisville Railway Co.—In total receipts for 1896 read "$1,234,526" instead of "$234,526" as printed.

NASHVILLE, TENN.

Nashville Street Railway.

Operation.—Year ending Apr. 30,

	1894.	1895.	1896.	1897.
Total receipts	$301,470	$311,896	$322,566	$350,426
Operating expenses	197,513	186,369	182,761	183,205
Earnings from operation	103,957	125,527	139,805	167,221

In list of directors substitute name of A. H. Robinson for A. M. Shook.

Date of information, June, 1897. z

NEW YORK, N. Y.

Central Crosstown Railroad Co.—At the last annual meeting of this company the following officials were elected, representing the new owners of the road:

Officers.—Pres. Pierre Jay, V. Pres. & Treas. J. S. Barnes, Jr.

Directors.—W. C. Whitney, Thomas F. Ryan, John D. Crimmins, Pierre Jay, Thomas Regan, John D. Crimmins, Jr., D. H. Shay, H. H. Hollister, George G. Haven, Jr., J.S. Barnes Jr.

Second Avenue Railroad Co.—In operating report for 1895 read "receipts from operation, $938,790, receipts other sources, $2,500, receipts total, $941,290."

ORANGE, N. Y.

South Orange & Maplewood Street Railway Co.—Read Date of information, May, 1897. z

ORANGEBURG, S. C.

Orangeburg City Street Railway Co—Read Date of information, May, 1897. z

SANFORD, ME.

Mousam River Railroad Co.—In receipts from passengers for 1895, read "$6,353" instead of "$16,353" as printed.

Please note date of information at end of each report.

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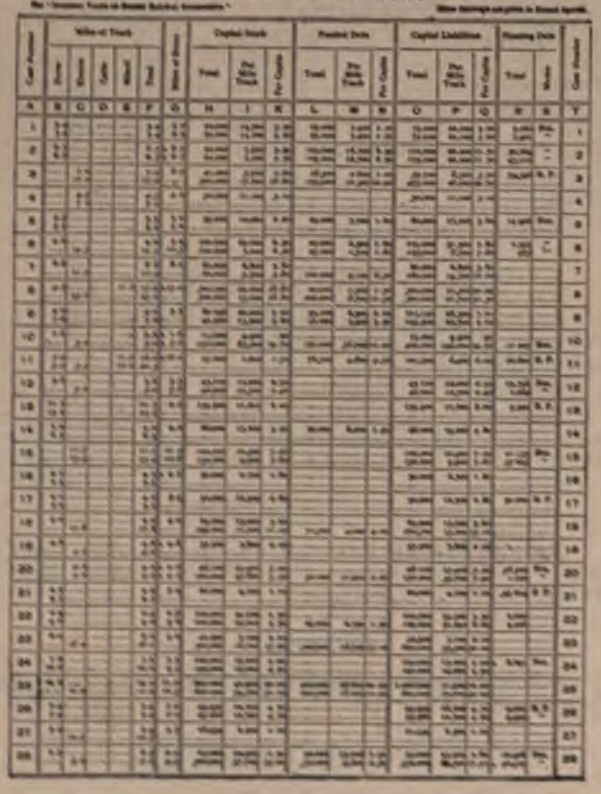
PART I.—STATISTICS OF CAPITALIZATION.



PART II.—STATISTICS OF OPERATION.

• • • • CONTENTS • • • •

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CHAPTER II.—General Conditions.
CHAPTER III.—Surface Railways in American Cities and Towns of Less than 15,000 inhabitants.
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CHAPTER V.—Surface Railways in American Cities of from 25,000 to 35,000 inhabitants.
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CHAPTER VII.—Surface Railways in American Cities of from 50,000 to 100,000 inhabitants.
CHAPTER VIII.—Surface Railways in American Cities of from 100,000 to 500,000 inhabitants.
CHAPTER IX.—Surface and Elevated Railways in American Cities of over 500,000 inhabitants.
CHAPTER X.—Interurban Electric Railways in America. APPENDIX. TABLE OF STATISTICS.

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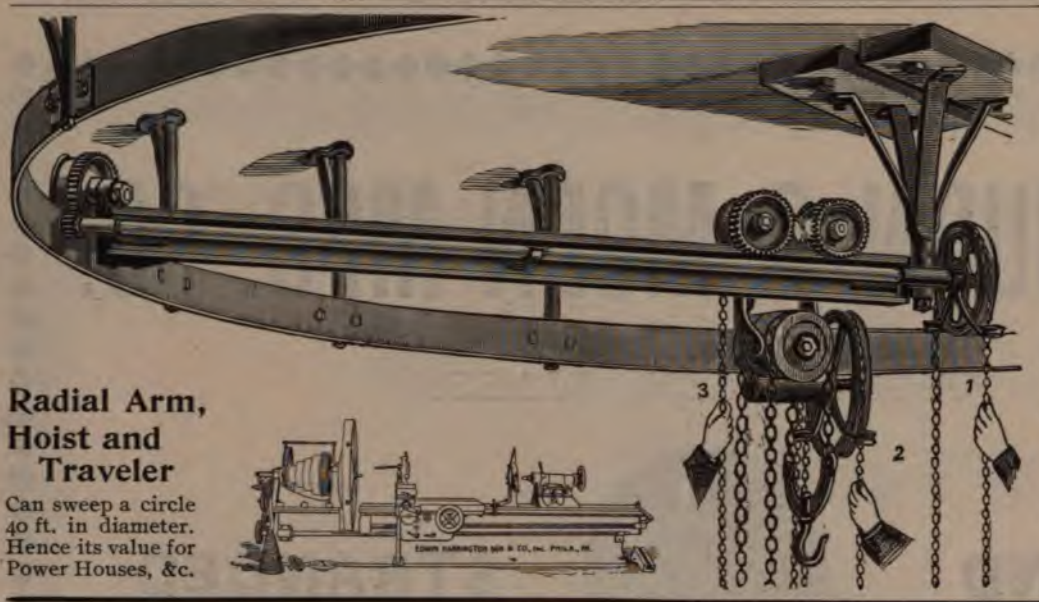

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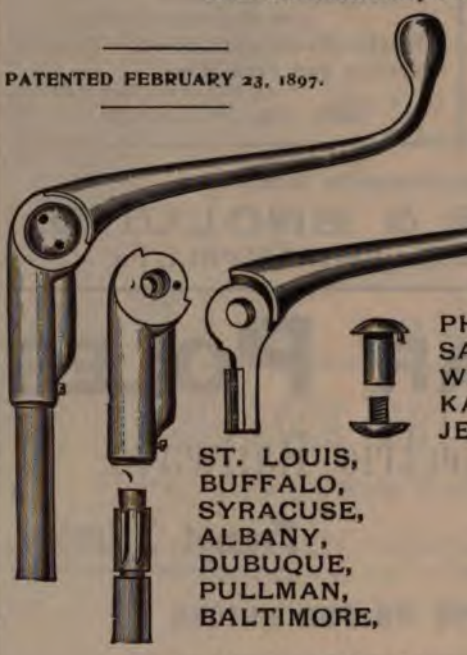

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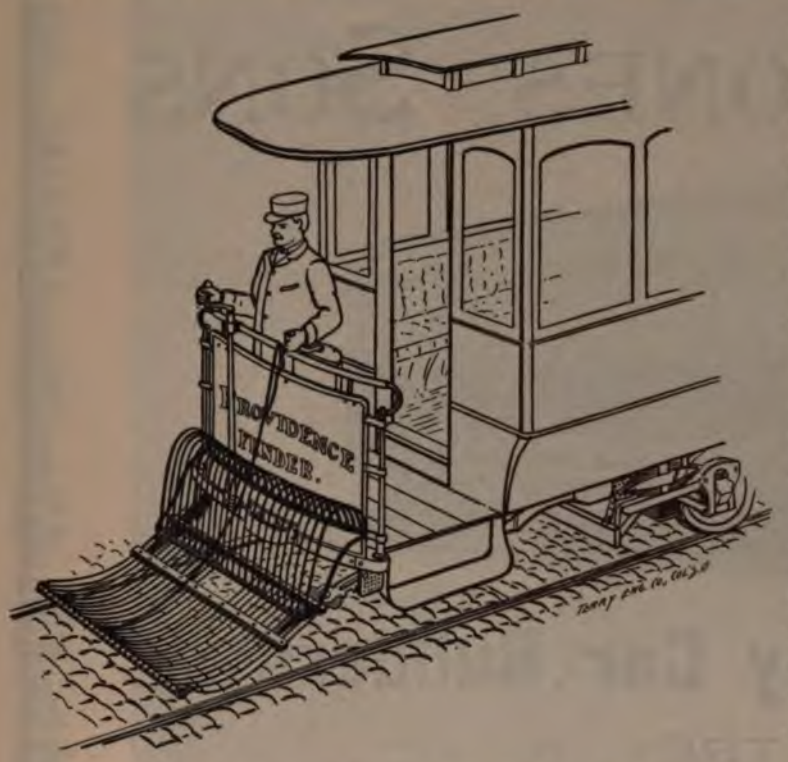

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FOURTH. The mechanism is such that the motorman, after dropping his fender, can again raise it without stopping his car or leaving the front platform.

FIFTH. The front edge of the cradle is furnished with such rolls, and the fender itself is of such form, that it may be dropped on any ordinary road surface without risk of breaking.

SIXTH. The front edge of the fender is yielding, so as to cushion the blow against the foot or body, if the person has fallen.

SEVENTH. The front end of the car is furnished with a resilient shield, covering all the rigid projecting parts of the car, such as the bumper, the draw bar, and the fixtures by which the fender itself is attached to the car.

EIGHTH. The fender is strong enough and elastic enough to serve as a substantial buffer in colliding with other vehicles, so as, within a considerable limit, to receive all the damage itself, and prevent injury to both colliding vehicles.

NINTH. It is detachable from the car, so that in case of accident the conductor and motorman may readily remove it without the use of tools.

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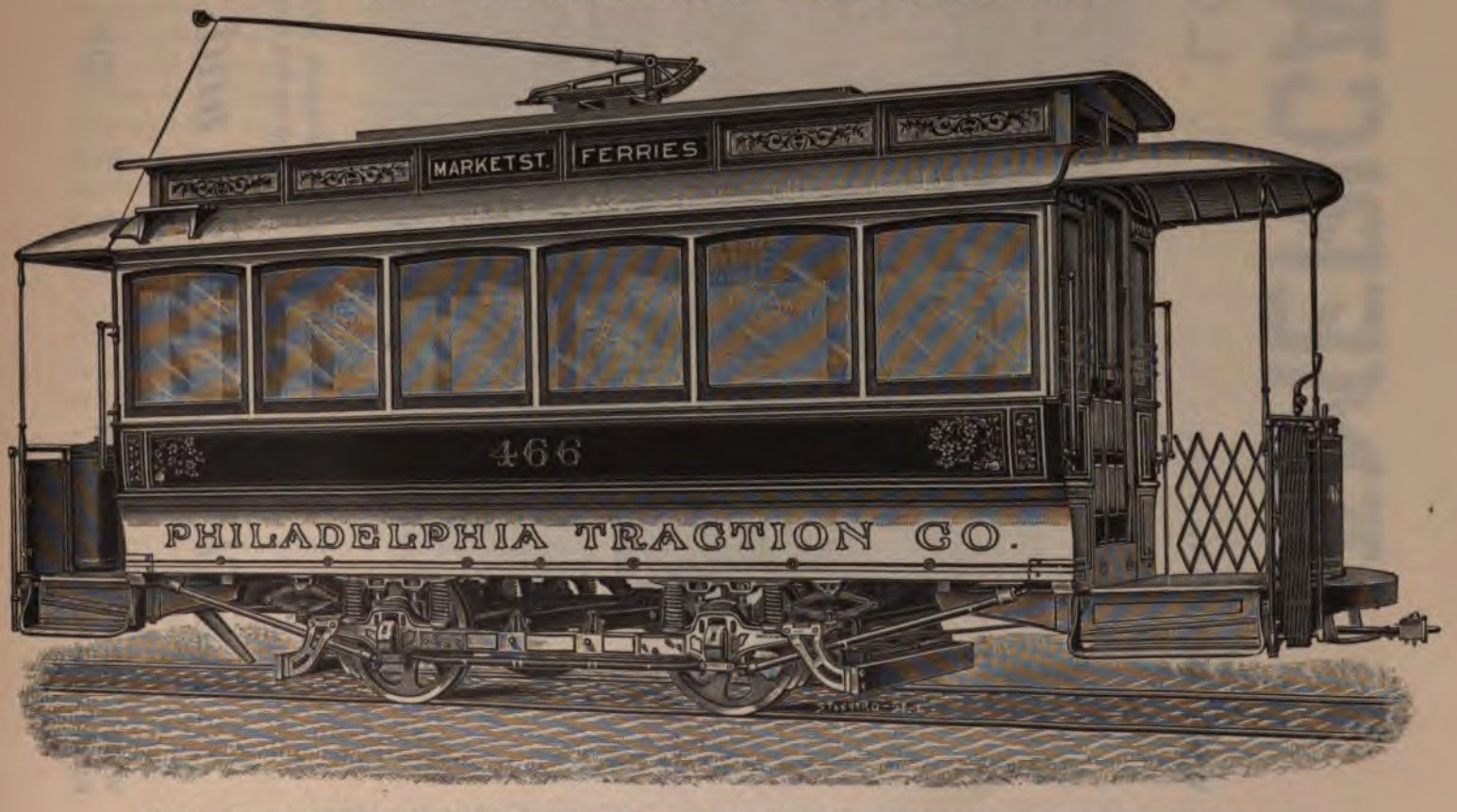

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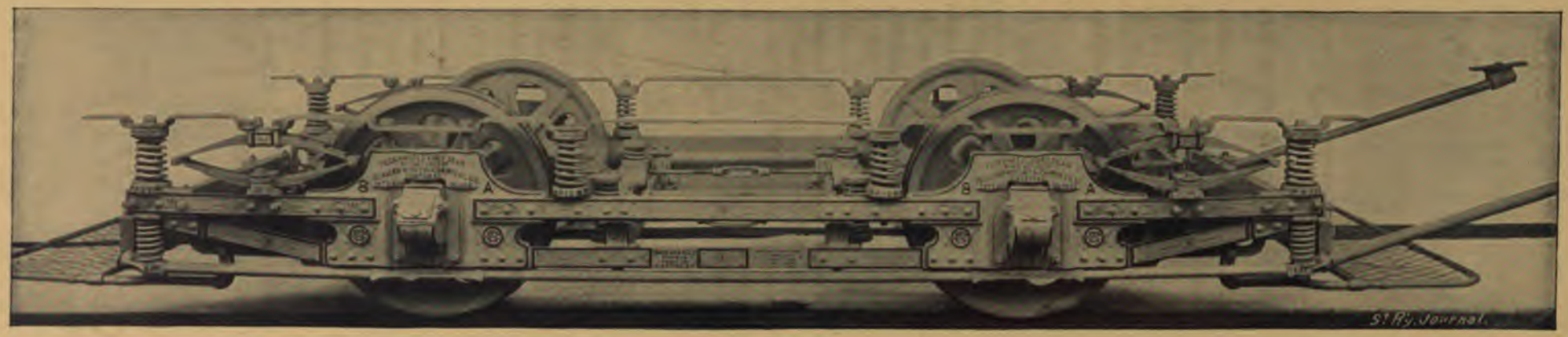

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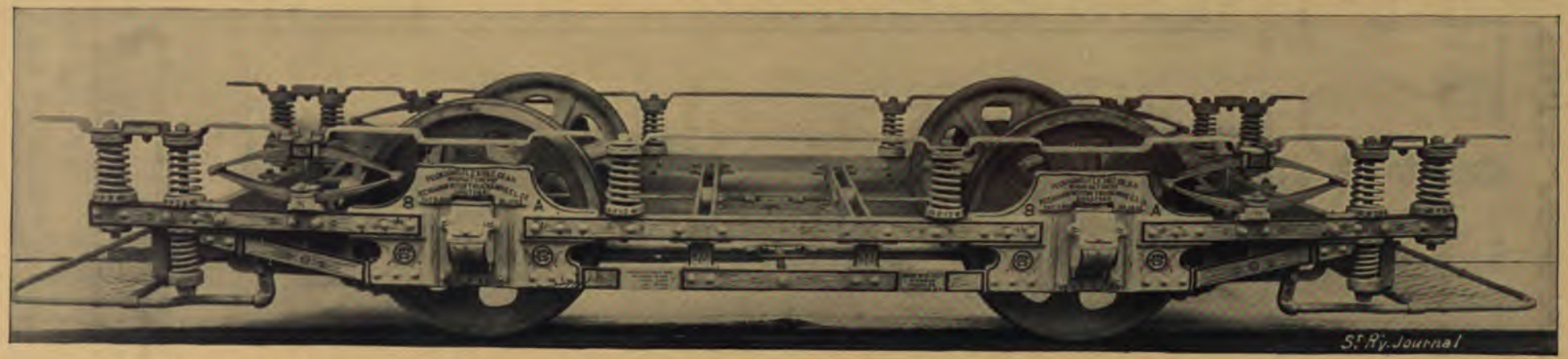

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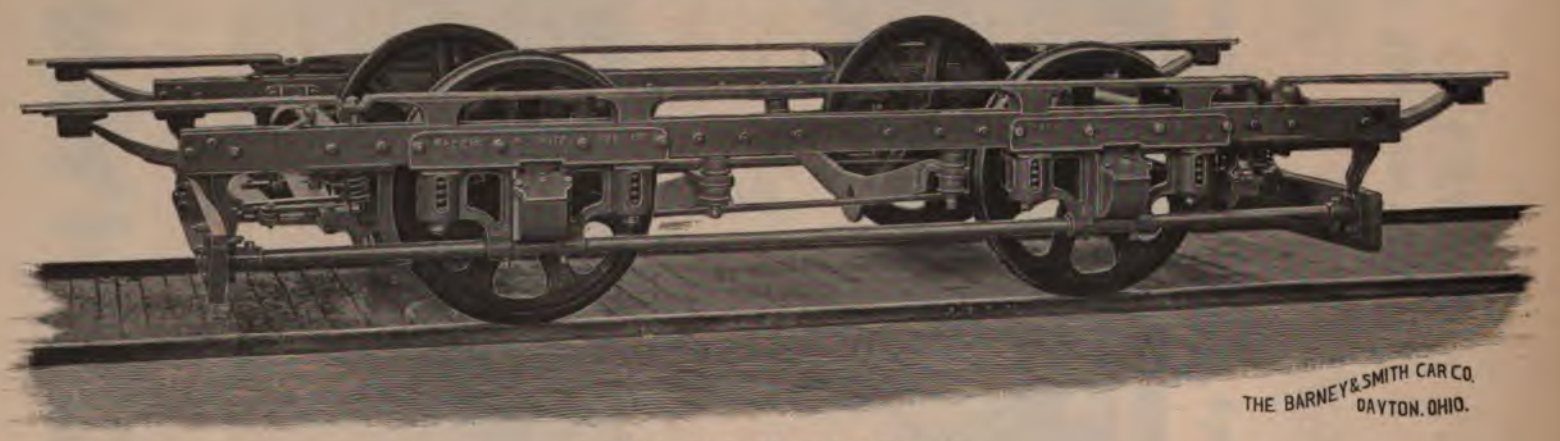

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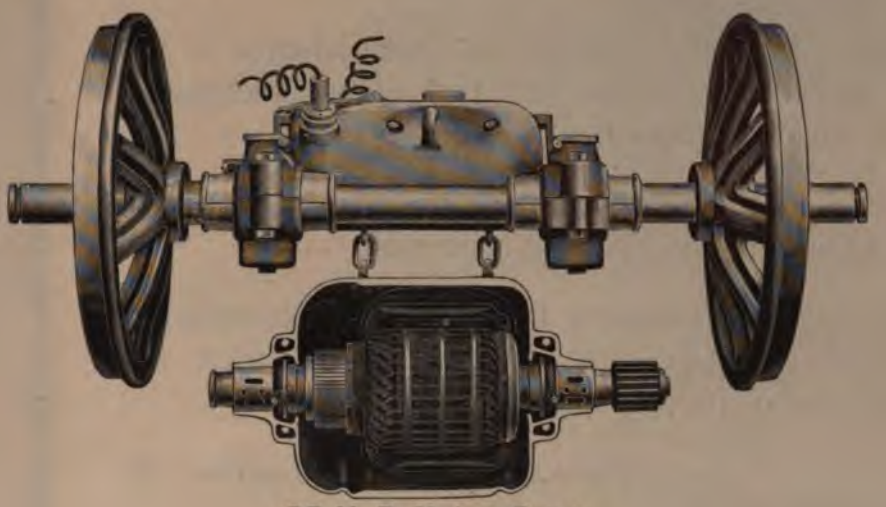

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